SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

RIO GRANDE DIVISION

21

To Take Effect Sunday, May 3, 1936, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only

A. T. MERCIER,
General Manager

W. B. KIRKLAND,
Superintendent of Transportation

L. U. MORRIS,
Assistant General Manager

H. S. FAIRBANK,
Superintendent

EASTWARD

MESCAL SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS		Distance from San Francisco	Time Table No. 21 May 3, 1936	Distance from Douglas	FIRST CLASS				THIRD CLASS	
	964	946	942	962	960	4	12				1	11	3	5	943	947
	Freight	Mixed	Mixed	Freight	Freight	Golden State Limited	Apache				Sunset Limited	Apache	Golden State Limited	Argonaut	Mixed	Mixed
	Leave Daily	Leave Fri. Only	Leave Tue. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue. Only	Arrive Fri. Only
Yard								983.9	TO-R TUCSON 0.8	123.2	s 3.30AM	s 7.50AM	s 5.25PM	s 5.30PM		
								984.7	T. & N. R. R. JCT. 2.7	122.4						
2 Spur								987.4	POLVO 2.8	119.7	3.20	7.40	5.15	5.20		
P								990.2	SOUTH YARD JCT. 3.5	116.9						
77 P								993.7	CRUZ 4.1	113.4	3.11	7.30	5.06	f 5.11		
77 WP	See Tucson Division Time Table							997.8	RITA 5.9	109.3	3.05	f 7.25	5.00	f 5.05		
76 P								1003.7	VAIL 3.7 Track No. 1	103.4	2.57	f 7.17	4.52	f 4.57		
77 P								1007.4	EMPIRE 5.5	99.7	2.52	7.12	4.47	f 4.52		
68 WP								1012.9	MARSH 4.8	94.2	2.44	f 7.05	4.39	f 4.44		
P								1017.7	CATALINA 4.6	89.4	2.37	6.59	4.32	f 4.37		
Ewd. 94 IYPC Westward 81	6.30PM			9.05AM	3.05AM	12.35PM	12.20AM	1023.6 1022.2	TO-R MESCAL 2.3	84.8	2.30AM	f 6.52	4.25	4.30PM		
76 P	6.39			9.15	3.10	12.39	12.24	1024.5	MIRAMONTE 4.1	82.5		6.48	4.20			
77 WP	6.47			9.23	3.18	12.44	f 12.30	1028.6	WHETSTONE 6.9	78.4		f 6.43	4.14			
85 P	7.00			9.35	3.30	12.53	12.39	1035.5	SAN JUAN 7.6	71.5		6.34	4.04			
77 P	7.14			9.48	3.44	1.02	f 12.49	1043.1	BOQUILLAS 3.3	63.9		f 6.24	3.53			
P	7.20			9.54	3.50	1.06	12.54	1046.4	BENSON JCT. 1.4 A. B. S.	60.6		6.20	3.48			
								1047.8	N. M. & A. JCT. 0.4	59.2						
77 WYKPOB	7.35	2.44PM	1.20PM	10.10	4.00	s 1.13	s 1.01	1048.2	TO-R FAIRBANK 6.5	58.8		s 6.16	s 3.44		s 4.00PM	s 5.25PM
73 P	7.48	f 3.02	f 1.38	10.22	4.13	1.21	f 1.10	1054.7	CHARLESTON 4.1	52.3		f 6.06	3.32		f 3.42	f 5.07
77 YP	7.57	s 3.14PM	s 1.50PM	10.30	4.21	1.26	f 1.16	1058.8	LEWIS SPRINGS 6.1	48.2		f 6.01	3.25		3.30PM	4.55PM
79 P	8.09			10.43	4.32	1.34	1.24	1064.9	SAN PEDRO 4.1	42.1		5.53	3.16			
78 WP	8.18			10.55	4.40	s 1.40	s 1.32	1069.0	TO HEREFORD 6.1	38.0		s 5.47	s 3.08			
76 P	8.35			11.12	4.55	1.48	f 1.41	1075.1	STARK 5.8	31.9		f 5.38	2.58			
68 P	8.52			11.23	5.10	1.56	s 1.50	1080.9	NACO 4.1	26.1		s 5.30	2.49			
69 WYPC Yard	9.10			11.41	**5.22**	s 2.03	s 2.00	1085.0	TO BISBEE JUNCTION 4.7	22.0		s **5.22**	s 2.43			
78 P	9.20			11.51AM	5.53	2.10	2.07	1089.7	CROOK 3.8	17.3		5.11	2.30			
18 Spur								1093.5	SILICA 3.4	13.5						
78 WP	9.35			12.07PM	6.06	**2.19**	f 2.17	1096.9	FORREST 7.4	10.1		f 5.01	**2.19**			
72 P	9.50			12.34	6.20	2.28	2.26	1104.3	CALUMET 2.7	2.7		4.52	2.06			
Yard WFYTBKP	10.00PM			12.45PM	6.30AM	s 2.32PM	s 2.30AM	1107.0	TO-R DOUGLAS	0.0		4.47AM	2.02PM			
	Arrive Daily	Arrive Fri. Only	Arrive Tue. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(123.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tue. Only	Leave Fri. Only
	(3.30) 24.23	(0.30) 21.20	(0.30) 21.20	(3.40) 23.13	(3.25) 24.82	(1.57) 43.49	(2.10) 39.14		............Time Over District........... ......Average speed per hour......		(1.00) 38.40	(3.03) 40.39	(3.23) 36.41	(1.00) 38.40	(0.30) 21.20	(0.30) 21.20

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastward trains will use track No, 2, Tucson Division, Tucson to Mescal, unless otherwise directed by train order.

All trains will move with caution between west yard limit and east switch Fairbank.

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal position and/or indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, block signal 10464 will then indicate Proceed if block protected by signal 10464 is not occupied. Benson-Fairbank Branch trains must avoid delaying main line trains and must not pass block signal 10464 for eastward trains, or signal 10477 for westward trains, if in other than Proceed position, except as provided by Rule 99.

Trains except first class, must move with caution between Douglas and west Switch Calumet and look out for yard engines occupying main track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS					
Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
1	Any Station	Discharge		East of El Paso	Daily
3	Any Station	Receive	Yuma		Daily
3	Any Station	Discharge		East of El Paso	Daily
3	Naco	Discharge		Schedule station stops	Daily
3	Naco	Receive	Tucson		Daily

HACHITA SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 21

May 3, 1936

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Anapra	FIRST CLASS	
	964 Freight Leave Daily	962 Freight Leave Daily	960 Freight Leave Daily	4 Golden State Limited Leave Daily	12 Apache Leave Daily					11 Apache Arrive Daily	3 Golden State Limited Arrive Daily
WFYTBKP Yard	10.50PM	**1.52**PM	7.15AM	2.39PM	2.40AM	1107.0	TO-R	DOUGLAS	210.7	s 4.37AM	s **1.52**PM
70 P	11.15	2.08	7.40	2.48	2.48	1111.8		4.8 ACACIA	205.9	4.30	1.43
77 P	11.33PM	2.23	7.54	2.56	2.56	1115.7		3.9 LEE	202.0	4.25	1.37
77 WP	12.05AM	2.44	8.20	3.07	f 3.06	1121.1		5.4 CAZADOR	196.6	f 4.16	1.28
77 P	12.20	3.01	8.35	3.17	3.15	1126.6		5.5 PERILLA	191.1	4.07	1.18
77 P	12.29	3.12	8.50	3.22	f 3.21	1130.6		4.0 BERNARDINO	187.1	f 4.02	1.13
77 P	12.43	**3.30**	9.11	**3.30**	f 3.30	1137.7		7.1 CHIRICAHUA	180.0	f 3.54	1.04
77 WP	1.01	3.49	9.31	3.42	f **3.42**	1147.1		9.4 APACHE	170.6	f **3.42**	12.51
77 P	1.12	4.05	9.45	3.49	3.51	1152.7		5.6 MORA	165.0	3.35	12.44
107 WPC	1.32	4.21	10.05	3.59	s 4.03	1158.7	TO	6.0 RODEO	159.0	s 3.27	12.35
77 P	1.45	4.31	10.17	4.06	4.11	1163.9		5.2 APAN	153.8	3.17	12.27
45 P	1.59	4.47	10.38	4.16	f 4.21	1170.5		6.6 PRATT	147.2	f 3.08	12.18
56 P	2.10	4.59	10.53	4.22	f 4.28	1175.9	TO	5.4 ANIMAS	141.8	f 3.02	12.12
77 WP	2.30	5.14	11.10	4.28	f 4.35	1181.4		5.5 ANTELOPE	136.3	f 2.55	12.06PM
77 P	**2.46**	5.32	11.30	4.36	f 4.44	1187.8		6.4 PLAYAS	129.9	f **2.46**	11.57AM
77 P	3.10	5.46	**11.51**AM	4.43	4.51	1193.4		5.6 GRADE	124.3	2.40	**11.51**
81 P	3.23	6.01	12.06PM	4.50	4.58	1198.1		4.7 VISTA	119.6	2.35	11.45
77 P	3.33	6.09	12.16	4.56	5.05	1202.9		4.8 MINERO	114.8	2.28	11.39
79 WFYP Yard	3.55	6.40	12.40	5.01	f 5.10	1206.3	A. B. S. TO	3.4 HACHITA	111.4	s 2.23	11.35
77 P	4.12	7.07	1.15	5.09	f 5.21	1212.6		6.3 CONTINENTAL	105.1	f 2.15	11.27
77 P	4.22	7.18	1.26	5.16	f 5.29	1218.1		5.5 VICTORIO	99.6	f 2.07	11.19
73 P	4.35	7.30	1.40	5.25	5.39	1225.6		7.5 SAVOYA	92.1	1.58	11.09
36 WP	4.48	7.45	1.51	5.32	f 5.46	1230.9		5.3 HERMANAS	86.8	f 1.51	11.01
77 P	4.58	7.56	2.01	5.37	5.52	1236.0		5.1 FORD	81.7	1.45	10.55
77 P	5.12	8.09	2.15	5.45	f 6.00	1242.9		6.9 MIMBRES	74.8	f 1.37	10.47
86 WPC	5.35	8.35	2.35	5.57	s 6.14	1250.3	TO	7.4 COLUMBUS	67.4	s 1.27	10.37
77 P	5.48	8.46	2.47	6.05	6.22	1256.8		6.5 MIRIAM	60.9	1.16	10.26
78 P	6.01	9.07	2.59	6.13	6.31	1263.6		6.8 ARENA	54.1	1.08	10.18
77 P	6.10	9.21	3.09	6.20	6.38	1268.9		5.3 ALTAIR	48.8	1.02	10.12
75 P	6.20	9.32	3.20	6.27	f 6.45	1274.5		5.6 MALPAIS	43.2	f 12.56	10.05
78 P	6.27	9.55	3.27	6.32	6.50	1278.5		4.0 MONUMENT	39.2	12.51	10.01
77 WP	6.41	10.10	3.39	6.41	f 7.00	1285.6		7.1 MT. RILEY	32.1	f 12.43	9.53
78 P	6.51	10.23	3.50	6.48	7.08	1291.2		5.6 POTRILLO	26.5	12.37	9.47
78 WPO	7.08	10.38	4.05	6.57	f 7.18	1299.0		7.8 NORIA	18.7	f 12.28	9.38
77 P	**7.30**	10.58	4.23	7.08	**7.30**	1308.9		9.9 MASTODON	8.8	12.18	9.28
77 P	8.00AM	11.18PM	4.40PM	7.22PM	f 7.44AM	1317.7	TO-R	8.8 ANAPRA Junction Deming Subdivision	0.0	12.06AM	9.16AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(210.7)		Leave Daily	Leave Daily
	(9.10) 22.98	(9.26) 22.34	(9.25) 22.37	(4.43) 44.67	(5.04) 41.59			Time Over District Average speed per hour		(4.31) 46.65	(4.36) 45.81

Schedule Time and train orders apply as follows:

At Anapra—Westward trains—WEST switch of EAST crossover;
Eastward trains, Deming Subdivision—EAST switch of WEST crossover;
Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
3	Any Station	Discharge		East of El Paso	Daily
3	Any Station	Receive	Yuma		Daily
3	Columbus	Discharge		El Paso	Daily
3	Rodeo	Discharge		El Paso	Daily

EASTWARD

DEMING SUBDIVISION

WESTWARD

	SECOND CLASS						FIRST CLASS						Time Table No. 21 May 3, 1936		FIRST CLASS				
Capacity of Sidings in Car Lengths	962 Freight	984 Freight	960 Freight	982 Freight	964 Freight	980 Freight	6 Argonaut	4 Golden State Limited	2 Sunset Limited	12 Apache	Distance from San Francisco		STATIONS	Distance from El Paso, Oct. St.	3 Golden State Limited	5 Argonaut	1 Sunset Limited	11 Apache	Capacity of Sidings in Car Lengths
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard WFYTPBK		4.35PM		6.55AM		12.01AM	4.15PM		5.00AM		1148.3	TO-R	LORDSBURG 4.7	148.7		s 12.37PM	s 10.33PM		
70 P		4.46		7.06		12.12	4.22		5.06		1153.0		ULMORIS 6.0	144.0		12.25	10.25		
66 P		5.00		7.20		12.24	4.30		5.13		1159.0		LISBON 5.4	138.0		12.18	10.18		
70 P		5.25		7.45		12.44	4.37		5.19		1164.4		HAWKINS 3.6	132.6		12.12	10.12		
107 WP		5.50		8.03		1.00	f 4.42		5.24		1168.0	TO	SEPAR 5.8	129.0		f 12.07PM	10.08		
71 P		6.05		8.23		1.09	4.49		5.30		1173.8		LADIM 5.8	123.2		11.59AM	10.02		
70 P		6.16		8.35		1.18	f 4.56		5.36		1179.6		WILNA 3.9	117.4		f 11.52	9.56		
71 P		6.23		8.41		1.24	5.01		5.40		1183.5		QUINCY 5.0	113.5		11.47	9.52		
70 P		6.32		8.49		1.32	f 5.07		5.45		1188.5		GAGE 4.7	108.5		f 11.41	9.46		
100 P		6.42		8.57		1.40	5.12		5.50		1193.2		MONGOLA 6.4	103.8		11.35	9.41		
70 P		6.53		9.07		1.50	5.19		5.57		1199.6		TUNIS 3.7	97.4		11.28	9.34		
70 P		7.00		9.13		1.56	5.24		6.01		1203.3		PARMA 2.8	93.7		11.24	9.30		
70 P		7.05		9.18		2.01	5.28		6.04		1206.1		CAMP CODY 1.9	90.9		11.21	9.27		
240 PWYC		7.31		9.48		2.24	s 5.38		s 6.14		1208.0	TO	DEMING 4.5	89.0		s 11.11	s 9.17		
70 P		7.43		10.01		2.38	5.47		6.23		1212.5		LUXOR 6.4	84.5		11.00	9.05		
71 P		7.54		10.16		2.58	f 5.54		6.30		1218.9		CARNE 3.1	78.1		f 10.53	8.58		
11 Spur											1222.0		MIESSE 3.7	75.0					
70 P		8.06		10.28		3.09	6.01		6.37		1225.7		MYNDUS 3.9	71.3		10.45	8.50		
108 WP		8.18		**10.41**		3.17	f 6.06		6.41		1229.6		AKELA 4.3	67.4		f **10.41**	8.45		
66 P		8.25		10.51		3.25	f 6.11		6.46		1233.9		CAMBRAY 4.5	63.1		f 10.36	8.40		
66 P		**8.35**		10.59		3.33	6.16		6.51		1238.4	A. B. S.	DONA 4.6	58.6		10.31	**8.35**		
107 P		8.46		11.07		3.41	6.21		6.56		1243.0		CHAPPEL 4.4	54.0		10.26	8.30		
80 P		8.59		11.26		3.53	f 6.26		7.01		1247.4		ADEN 3.9	49.6		f 10.20	8.25		
71 P		9.06		11.51		4.00	6.31		7.06		1251.3		PRONTO 3.3	45.7		10.15	8.20		
71 P		9.12		11.58AM		4.06	f 6.35		7.10		1254.6		KENZIN 4.8	42.4		f 10.11	8.16		
107 WOP		9.34		12.20PM		4.19	f 6.42		7.16		1259.4	TO	AFTON 5.3	37.6		f 10.05	8.10		
70 P		9.45		12.36		4.29	6.49		7.23		1264.7		RUTTER 4.8	32.3		9.55	8.02		
107 P		9.54		12.46		4.37	6.55		7.29		1269.5		LANARK 5.0	27.5		9.49	7.56		
71 P		10.03		1.05		4.45	7.02		7.35		1274.5		VEVAY 5.2	22.5		9.43	7.47		
North 82 South 67 YPW		10.12		1.20		4.54	f 7.09		7.41		1279.7		STRAUSS 5.5	17.3		f 9.37	7.41		
71 P		10.22		1.35		5.09	7.17		7.48		1285.2		LIZARD 4.7	11.8		9.28	7.33		
83 P	11.18PM	10.33	4.40PM	1.45	8.00AM	5.20	f 7.25	7.22PM	7.55	7.44AM	1317.7	TO-R	ANAPRA Jct. Hachita Subdivision 1.4 TO-R ANAPRA Junction Hachita Subdivision 2.0	7.1	9.16AM	f 9.20	7.26	f 12.06AM	
32 P											1319.1		BOWEN 1.0 BRICKLAND 1.0	5.1					Spur P
											1320.1		BRICK .8 RIO GRANDE 2.6	4.1					
											1320.9	Track No. 2 A. B. S.	ICE HOUSE XOVER 1.9						
I	11.43	10.55	5.05	2.00	8.20	5.43	7.42	7.37	8.07	7.57	1322.8		TOWER 6 Jct. T. & N. O. Tracks 1 and 2 0.4 TOWER 6 Jct. T. & N.O. Tracks 1 and 2 0.4	1.5	9.03	9.08	7.13	11.53PM	I
BKP Yard							s 7.45PM	s 7.40PM	s 8.10AM	s 8.00AM	1295.9	R	EL PASO Union Passenger Depot 1.1 R EL PASO Union Passenger Depot 1.1	1.1	9.00AM	9.05AM	7.10PM	11.50PM	BKP Yard
WFTPYBK Yard	11.58PM	11.10PM	5.20PM	2.10PM	8.30AM	5.58AM					1297.0	TO-R	EL PASO Octavia Street T. & N-O Yard TO-R EL PASO Octavia Street Pac. Lines Track No. 1	0.0					WFTPY BK Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(148.2) (148.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(0.40) 9.90	(6.35) 22.51	(0.40) 9.90	(7.15) 20.44	(0.30) 13.20	(5.57) 24.91	(3.30) 42.03	(0.18) 18.33	(3.10) 46.45	(0.16) 20.62			............Time Over District............Time Over District............ ....Average Speed per hour..........Average speed per hour..........		(0.16) 22.50	(3.32) 41.77	(3.23) 43.63	(0.16) 22.50	

Schedule Time and train orders apply as follows:

At Anapra—Westward trains—WEST switch of EAST crossover;
Eastward trains, Deming Subdivision—EAST switch of WEST crossover;
Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
1	Any Station	Discharge		East of El Paso	Daily

EASTWARD

ALAMOGORDO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS		Distance from San Francisco		Time Table No. 21 May 3, 1936		Distance from Carrizozo	FIRST CLASS	
	996 Freight	994 Freight	992 Freight	990 Freight	4 Golden State Limited	12 Apache						3 Golden State Limited	11 Apache
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily
Yard BKIP					8.05PM	8.30AM	1295.9	A.B.S.	R EL PASO Union Passenger Depot 1.1	D.T.	144.0	s 8.40AM	s 11.35PM
Yard FBWYTPK	7.00PM	12.50PM	6.25AM	12.01AM	8.11	8.36	1297.0		TO-R EL PASO Octavia St. T. & N. O. Co. Yard 0.6		142.9	8.33	11.29
IP	7.03	12.53	6.28	12.04	8.14	8.39	1297.6	A. B. S.	EL PASO Tower 47 T. & N. O. Co. Connection		142.3	8.30	11.26
YARD P							1297.0		EL PASO Dallas St. Yard 4.5		142.9		
P						f	1301.5		FORT BLISS 0.8		138.4		f
107 P	7.35	1.25	7.00	12.35	8.28	f 8.53	1302.3		PLANEPORT 6.7		137.6	8.14	f 11.10
76 P	7.47	1.37	7.10	12.46	8.36	9.00	1309.0		PANCHO 7.1		130.9	8.04	11.03
106 WP	8.00	1.50	7.25	12.59	8.45	f 9.10	1316.1		TO NEWMAN 5.6		123.8	7.54	f 10.56
78 P	8.12	2.02	**7.46**	1.12	8.53	f 9.17	1321.7		HUECO 4.5		118.2	**7.46**	f 10.50
79 P	8.20	2.10	8.08	1.20	8.59	9.22	1326.2		ALVARADO 5.9		113.7	7.39	10.45
78 P	8.31	2.21	8.20	1.32	9.06	f 9.29	1332.1		DESERT 7.1		107.8	7.32	f 10.38
77 P	8.43	2.35	8.34	1.45	9.14	9.37	1339.2		ELWOOD 5.8		100.7	7.23	10.30
126 WYP	9.01	2.48	8.50	2.00	9.21	f 9.46	1345.0		TO OROGRANDE 6.3		94.9	7.16	f 10.24
78 P	9.16	3.01	9.08	2.12	9.28	f 9.53	1351.8		TURQUOISE 5.7		88.6	7.08	f 10.17
77 P	9.26	3.13	9.20	2.22	9.34	9.59	1357.0		PAXTON 5.1		82.9	7.01	10.11
81 P	**9.40**	3.23	9.30	2.32	**9.40**	f 10.05	1362.1		ESCONDIDA 3.9		77.8	6.55	f 10.05
99 P	**10.00**	3.33	9.36	2.39	9.44	10.10	1366.0		DUNES 6.3		73.9	6.51	**10.00**
77 P	10.11	3.55	9.48	2.50	**9.52**	f 10.18	1372.3		VALMONT 5.9		67.6	6.43	f **9.52**
116 P	10.22	4.05	9.59	3.02	10.00	10.25	1378.2		OMLEE 4.6		61.7	6.36	9.42
184 FBWPK	10.35	4.25	10.20	3.30	s 10.14	s 10.37	1382.8		TO-R ALAMOGORDO 1.4		57.1	s 6.30	s 9.32
YP	10.40	4.30	10.25	3.35	10.17	10.40	1384.2		ALAMOGORDO JCT. 4.4		55.7	6.20	9.22
77 P	10.55	4.45	10.37	3.50	10.23	10.45	1388.6		KEARNEY 7.0		51.3	6.15	9.17
79 P	11.10	5.00	**10.55**	4.05	10.31	s **10.55**	1395.6		TO TULAROSA 7.4		44.3	s 6.07	s 9.09
77 P	11.25	5.15	11.10	4.20	10.40	11.04	1403.0		TEMPORAL 4.2		36.9	5.57	8.59
78 P	11.33	5.23	11.18	4.28	10.45	11.09	1407.2		SALINAS 5.7		32.7	5.52	8.54
78 WP	11.50PM	5.40	11.35	4.43	10.51	f 11.16	1412.9		THREE RIVERS 5.5		27.0	5.46	f 8.48
78 P	12.10AM	6.01	11.55AM	5.03	11.00	11.25	1418.4		NORTH 6.1		21.5	5.39	8.41
78 WP	12.30	6.25	12.20PM	**5.32**	11.09	f 11.35	1424.5		OSCURA 8.3		15.4	**5.32**	f 8.34
77 P	12.50	6.55	12.40	5.55	11.19	11.47	1432.8		POLLY 7.1		7.1	5.23	8.24
YARD FBWYPK	1.20AM	7.25PM	1.00PM	6.20AM	s 11.30PM	s 11.59AM	1439.9		TO-R CARRIZOZO		0.0	5.14AM	8.15PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(144.0)			Leave Daily	Leave Daily
	(6.20) 22.56	(6.35) 21.71	(6.35) 21.71	(6.19) 22.62	(3.25) 42.15	(3.29) 41.34			..........Time over District.......... ....Average Speed per Hour.........			(3.26) 41.94	(3.20) 43.20

Between yard limit board East of Alamogordo Junction and connection between main track and siding located east of Alamogordo station, trains to and from the Cloudcroft Branch may move under authority of block signals only.

All trains must move between these points prepared to stop expecting to find main track occupied.

Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamogordo siding instead of through the connection.

First class trains meeting at Alamogordo will use that portion of the siding between the East and West connections just east and west of station and time table schedules and train orders applicable between first class trains only will apply at these connections.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
3	Any station	Receive	Yuma		Daily
3	Any Station	Discharge		East of Tucumcari	Daily

EASTWARD SANTA ROSA SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS		Distance from San Francisco		Time Table No. 21	Distance from Tucumcari	FIRST CLASS	
	994	992	990	996	4	12			May 3, 1936		3	11
	Freight	Freight	Freight	Freight	Golden State Limited	Apache					Golden State Limited	Apache
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
Yard FBWYPK	8.25PM	1.30PM	7.00AM	2.00AM	11.40PM	12.09PM	1439.9		TO-R CARRIZOZO 0.4	187.5	s 5.07AM	s 8.05PM
							1440.3		CARRIZOZO JUNCTION 6.6	187.1		
78 P	8.45	1.55	7.25	2.20	11.50	12.19	1446.9		ROBSART 5.3	180.5	4.56	7.56
77 WP	9.00	2.15	7.45	2.35	11.58PM	f 12.27	1452.2		COYOTE 7.0	175.2	4.49	f 7.50
77 P	9.20	2.40	8.10	2.55	12.08AM	12.37	1459.2		LARGO 4.3	168.2	4.40	7.41
86 WP	9.45	3.05	8.40	3.23	12.15	s 12.46	1463.5		TO ANCHO 3.5	163.9	4.34	f 7.35
106 P	10.05	3.20	8.55	3.35	12.22	f 12.52	1467.0		LUNA 6.0	160.4	4.29	f 7.29
77 P	10.30	3.45	9.25	3.55	12.32	f 1.02	1473.0		TECOLOTE 4.8	154.4	4.21	f 7.20
77 P	10.40	3.55	9.35	**4.14**	12.39	1.08	1477.8		ELDA 4.7	149.6	**4.14**	7.13
132 WP	10.55	4.05	9.50	4.30	12.46	f 1.14	1482.5		GALLINAS 8.4	144.9	4.08	f 7.07
74 YP	11.15	4.25	10.06	4.55	12.58	s 1.26	1490.9		TO CORONA 4.3	136.5	3.56	s 6.56
75 P	11.24	4.33	10.15	5.03	1.05	f 1.32	1495.2		VARNEY 3.8	132.2	3.48	f 6.47
74 WP	11.32	4.40	10.23	5.10	1.10	f 1.37	1499.0		TORRANCE 5.4	128.4	3.43	f 6.42
77 P	11.43	4.50	10.35	5.20	1.17	1.44	1504.4		HELENA 6.2	123.0	3.36	6.35
Yard WP	11.57PM	5.05	10.50	5.30	1.25	f 1.52	1510.6		DURAN 6.0	116.8	3.28	f 6.27
84 P	12.10AM	5.20	11.05	5.45	1.34	2.00	1516.6		INDIOLE 4.9	110.8	3.20	6.18
84 P	12.20	5.30	11.15AM	5.55	1.41	2.07	1521.5		EPRIS 3.9	105.9	3.13	6.11
No. 1-105 KCWP No. 2-120	1.05	**6.05**	12.10PM	6.45	s 1.53	s 2.20	1525.4	A.B.S.	TO-R VAUGHN 2.7	102.0	s 3.07	s **6.05**
81 P	1.10	6.12	12.15	6.50	1.58	f 2.25	1528.1		TONY 5.2	99.3	2.55	f 5.53
77 P	1.24	6.22	12.25	7.00	2.06	2.32	1533.3		LEONCITO 6.7	94.1	2.46	5.45
78 P	1.40	6.33	12.37	7.12	2.15	2.40	1540.0		WINKLE 7.2	87.4	2.37	5.36
109 WP	1.58	6.45	12.55	7.35	**2.27**	f 2.50	1547.2		TO PASTURA 5.2	80.2	**2.27**	f 5.26
77 P	**2.16**	6.54	1.05	7.45	2.34	2.57	1552.4		GUADALUPE 6.1	75.0	**2.16**	5.18
77 P	**2.42**	7.05	1.17	7.57	**2.42**	3.07	1558.5		ARABELLA 5.2	68.9	2.06	5.08
77 CP	2.55	7.14	1.30	8.10	2.50	f 3.17	1563.7		PINTADO 4.6	63.7	1.56	f 4.59
No. 1-79 WYP No. 2-73	3.05	7.24	1.40	8.20	2.56	s 3.30	1568.3		TO SANTA ROSA 5.7	59.1	1.50	s 4.52
99 P	3.16	7.35	1.55	8.35	3.04	f 3.39	1574.0		HAWKS 3.4	53.4	1.39	f 4.39
76 P	3.25	7.45	2.05	8.45	3.09	f 3.44	1577.4		LOS TANOS 2.9	50.0	1.34	f 4.35
102 P	3.35	7.55	2.15	8.55	3.13	3.48	1580.3		ALCOR 5.5	47.1	1.31	4.32
107 WP	3.50	8.15	2.35	9.15	3.20	s 4.00	1585.8		TO CUERVO 8.9	41.6	1.24	s 4.24
107 P	4.10	8.35	2.55	9.30	3.30	f **4.12**	1594.7		TO NEWKIRK 5.7	32.7	1.13	f **4.12**
76 P	4.20	8.45	3.10	9.40	3.38	4.21	1600.4		SIMMONS 6.3	27.0	1.06	3.59
107 WP	4.35	9.00	3.22	9.55	3.46	f 4.31	1606.7		MONTOYA 8.8	20.7	12.58	f 3.50
77 P	4.55	9.20	**3.38**	10.15	3.56	f 4.41	1615.5		PALOMAS 6.4	11.9	12.48	f **3.38**
76 P	5.10	9.35	4.20	10.27	4.04	4.51	1621.9		HARGIS 5.5	5.5	12.40	3.30
Yard FWYTPBK	5.30AM	10.00PM	4.45PM	10.45AM	s 4.15AM	s 5.05PM	1627.4		TO-R TUCUMCARI	0.0	12.30AM	3.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(187.5)		Leave Daily	Leave Daily
	(9.05) 20.64	(8.30) 22.06	(9.45) 19.23	(8.45) 21.43	(4.35) 40.91	(4.56) 38.01			Time over District Average speed per hour		(4.37) 40.61	(4.45) 39.47

At Tucumcari-Schedule time and train orders, first class trains apply at passenger station.
Additional Station: Montoya Water Spur, M. P. 1606.0.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
3, 4	Santa Rosa	Receive or Discharge	Scheduled station stops	Scheduled station stops	Daily
3	Any Station	Receive	Yuma		Daily
3	Any Station	Discharge		East of Tucumcari	Daily

EASTWARD SANTA ROSA SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 21	Distance from Dawson	SECOND CLASS
	974			May 3, 1936		975
	Mixed			Dawson Branch		Mixed
	Leave Daily Except Sun.			STATIONS		Arrive Daily Except Sun.
Yard TWYPBKF	5.15AM	1627.4	TO-R	TUCUMCARI 7.5	132.0	s 6.00PM
45 P	f 5.30	1634.9		BASCOM 5.5	124.5	f 5.20
33 P	f 5.44	1640.4		CANADIAN 9.7	119.0	f 4.48
45 P	f 6.06	1650.1		ATARQUE 5.5	109.3	f 4.22
1 Spur	f	1655.6		TRIGG RANCH 6.1	103.8	f
33 YWP	s 6.38	1661.7		CAMPANA 5.9	97.7	s 3.44
33 P	f 7.00	1667.6		MEDIO 5.4	91.8	f 3.15
63 CYP	f 7.25	1673.0		CABEZA 4.9	86.4	f 2.45
77 P	s 7.40	1677.9	TO	MOSQUERO 8.4	81.5	s 2.30
56 P	s 7.57	1686.3		SOLANA 9.8	73.1	s 1.55
33 P	s 8.17 ¶ 9.00	1696.1	TO	ROY 10.3	63.3	¶ 1.30 s 12.35
62 YP	s 9.22	1706.4		MILLS 4.3	53.0	s 12.10PM
79 P	f 9.35	1710.7		ALICIA 4.9	48.7	f 11.40AM
61 WP	s 9.48	1715.6		ABBOTT 6.2	43.8	s 11.25
55 P	f 10.05	1721.8		VERNON 8.0	37.6	f 10.50
40 CYP	s **10.30**	1729.8		TAYLOR 11.5	29.6	s **10.30**
P	s 11.15 11.35	1741.3		FRENCH 0.4	18.1	9.30 s 9.20
31 P	f 11.40AM	1741.7		LLOYD 12.6	17.7	f 9.15
Yard P	f 12.15PM	1754.3		COLFAX A. T. & S. F. R. R. Crossing 5.1	5.1	f 8.50
Yard YCWTPBK	s 1.00PM	1759.4	TO-R	DAWSON	0.0	8.30AM
	Arrive Daily Except Sun.			(132.0)		Leave Daily Except Sun.
	(7.45) 17.03			Time over District Average Speed per hour		(9.30) 13.89

French-Time shown at French applies at A. T. & S. F. station, and is for information only.

EASTWARD MESCAL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 21	Distance from Flux	THIRD CLASS
	944			May 3, 1936		945
	Mixed			Patagonia Branch		Mixed
	Leave Thurs. only			STATIONS		Arrive Thurs. only
77 PWOYKB	9.00AM	1048.2	A.B.S.	TO-R FAIRBANK 0.4	47.0	s 2.30PM
P		1051.7		N. M. & A. JUNCTION 5.3	46.6	
11	f 9.20	1057.0		BROOKLINE 5.5	41.3	f 2.10
35	s 9.39	1062.5		CAMPSTONE 11.3	35.8	s 1.52
30 PW	s 10.16	1073.8		ELGIN 2.2	24.5	s 1.15
4 Spur	f	1076.0		CANELO 6.1	22.3	f
34 P	s 10.44	1082.1		SONOITA 6.3	16.2	s 12.47
	f	1088.4		ASHBURN 3.6	9.9	f
32	f 11.17	1092.0		CRITTENDEN 3.1	6.3	f 12.14
33 TW	s 11.30AM	1095.1		PATAGONIA 3.2	3.2	12.01PM
4 Spur		1098.3		FLUX	0.0	
	Arrive Thurs. only			(47.0)		Leave Thurs. only
	(2.30) 18.80			Time Over District Average speed per hour		(2.29) 18.93

Trains 944 and 945 stop on signal at Perrin Trust Ranch House 2.8 miles east of Canelo.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 21
May 3, 1936
Benson-Fairbank Branch

Capacity of Sidings in Car Lengths		THIRD CLASS 940 Mixed Leave Mon. Wed. Sat.	Distance from San Francisco		STATIONS	Distance from Fairbank	SECOND CLASS 941 Mixed Arrive Mon. Wed. Sat.
Yard	WYPKO	11.00AM	1032.6	TO-R	BENSON	19.8	s 10.30AM
					5.5		
7	Spur	f 11.19	1038.1		ST. DAVID	14.3	f 10.05
					1.7		
16	P	s 11.44	1039.8	TO	CURTISS	12.6	s 9.55
					2.6		
13		f 11.54AM	1042.4		LAND	10.0	f 9.35
					6.1		
		f	1048.5		CONTENTION	3.9	f
					2.1		
	P	s 12.24PM	1046.4	A.B.S.	BENSON JCT.	1.8	s 9.10
					1.4		
	P		1047.8		N. M. & A. JCT.	0.4	
					0.4		
77	PWOYKB	s 12.34PM	1048.2	TO-R	FAIRBANK	0.0	9.00AM
		Arrive Mon. Wed. Sat.			(19.8)		Leave Mon. Wed. Sat.
		(1.34)			Time Over District		(1.30)
		12.64			Average speed per hour		13.20

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul main track until authorized by train dispatcher.

Apache Powder Co. Spur M. P. 1039.6 Nos. 940 and 941 stop on signal.

Additional Stations; Contention Quarry, mile post 1049.45.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 21
May 3, 1936
Tombstone Branch

Capacity of Sidings in Car Lengths		SECOND CLASS 940 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		STATIONS	Distance from Tombstone	THIRD CLASS 941 Mixed Arrive Mon. Wed. Fri.
77	OWYPKB	1.20PM	1048.2	TO-R	FAIRBANK	9.0	s 2.40PM
					9.0		
7	W	s 1.50PM	1057.5	TO-R	TOMBSTONE	0.0	2.10PM
		Arrive Mon. Wed. Fri.			(9.0)		Leave Mon. Wed. Fri.
		(0.30)			Time Over District		(0.30)
		18.00			Average speed per hour		18.00

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 21
May 3, 1936
Ft. Huachuca Branch

Capacity of Sidings in Car Lengths		SECOND CLASS 946 Mixed Leave Fri. Only	SECOND CLASS 942 Mixed Leave Tue. Only	Distance from San Francisco		STATIONS	Distance from Ft. Huachuca	THIRD CLASS 943 Mixed Arrive Tue. Only	THIRD CLASS 947 Mixed Arrive Fri. Only
77	YP	3.20PM	2.00PM	1058.8	R	LEWIS SPRINGS	13.2	s 3.25PM	s 4.50PM
						10.1			
23		f 3.44	f 2.24	1068.9		GARDEN CANON	3.1	f 3.01	f 4.26
						3.1			
34	YB	s 3.55PM	s 2.35PM	1072.0	TO-R	FT. HUACHUCA	0.0	2.50PM	4.15PM
		Arrive Fri. Only	Arrive Tue. Only			(13.2)		Leave Tue. Only	Leave Fri. Only
		(0.35)	(0.35)			Time Over District		(0.35)	(0.35)
		22.63	22.63			Average speed per hour		22.63	22.63

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 21
May 3, 1936
Bisbee-Lowell Cut-off

Capacity of Sidings in Car Lengths			Distance from San Francisco	STATIONS	Distance from Lowell	
77	P		1088.3	CORTA	2.8	
				1.3		
13	Spur		1089.6	WARREN	1.5	
				1.5		
10	P Spur		1091.7	LOWELL	0.0	
				(2.8)		
				Time Over District		
				Average speed per hour		

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 21
May 3, 1936
Bisbee Branch

Capacity of Sidings in Car Lengths			Distance from San Francisco		STATIONS	Distance from Bisbee	
Yard	YWPC		1085.0	TO-R	BISBEE JUNCTION	7.8	
					3.2		
77	P		1088.3		CORTA	4.6	
					1.5		
Yd	YOBP		1089.8		DON LUIS	3.1	
					1.0		
No. 1-20 No. 2-17			1090.8		GALENA	2.1	
					0.9		
10	P Spur		1091.7		LOWELL	1.2	
					1.2		
14	KP		1092.9	TO	BISBEE	0.0	
					(7.8)		
					Time Over District		
					Average speed per hour		

DEMING SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 21
May 3, 1936
Valedon Branch

Capacity of Sidings in Car Lengths			Distance from San Francisco		STATIONS	Distance from Valedon	
WPYTBKF Yard			1148.3	TO-R	LORDSBURG	5.7	
					1.4		
40			1148.3		OIL SIDING	4.3	
					3.2		
7	Spur		1150.1		SHAKESPEARE	1.1	
					0.6		
4	Spur		1150.7		LAWRENCE	0.5	
					0.5		
3	P		1151.2		VALEDON	0.0	
					(5.7)		
					Time Over District		
					Average speed per hour		

End of track Valedon Branch is at M.P.1151.10, just west of "85" Mine ore bin.

DEMING SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 21
May 3, 1936
Clifton Branch

Capacity of Sidings in Car Lengths		SECOND CLASS 952 Mixed Leave Daily Except Sun.	Distance from San Francisco		STATIONS	Distance from Clifton	THIRD CLASS 953 Mixed Arrive Daily Except Sun.
WPYTBKF Yard		4.20PM	1148.3	TO-R	LORDSBURG	69.9	s 11.59PM
					9.8		
52		f 4.43	1156.2		VEITCH	60.1	f 11.35
					9.1		
43	P	f 5.03	1165.3		SUMMIT	51.0	f 11.15
					5.5		
35		f 5.14	1170.8		FOSTER	45.5	f 11.03
					5.4		
39		f 5.25	1176.2		THOMSON	40.1	f 10.50
					4.7		
7		f 5.35	1180.9		FRANKLIN	35.4	f 10.39
					3.4		
50	WP	s 5.47	1184.3	TO	DUNCAN	32.0	s 10.30
					2.6		
15		f 5.55	1186.9		FOX	29.4	f 10.18
					5.7		
51		f 6.13	1192.6		SHELDON	23.7	f 9.58
					6.5		
43		f 6.33	1199.1		YORK	17.2	f 9.34
					6.1		
26	WP	f 6.53	1205.2		GUTHRIE	11.1	f 9.12
					4.6		
23	P	f 7.08	1209.8		SOUTH SIDING	6.5	f 8.56
					4.4		
	P	f 7.25	1214.2		SMELTER	2.1	f 8.40
					2.1		
WTP Yard		s 7.40PM	1216.3	TO-R	CLIFTON	0.0	8.30PM
		Arrive Daily Except Sun.			(69.9)		Leave Daily Except Sun.
		(3.20)			Time Over District		(3.29)
		20.97			Average speed per hour		20.07

Nos. 952 and 953 stop at Centre St., Clifton, for passengers.

EASTWARD ALAMOGORDO SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 970 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		Time Table No. 21 May 3, 1936 Cloudcroft Branch STATIONS	Distance from Russia	THIRD CLASS 971 Mixed Arrive Mon. Wed. Fri.
177 BFWPK	7.35AM	1382.8	A. B. S.	TO-R ALAMOGORDO	32.8	s 3.00PM
				1.4		
YP	7.40	1384.2		ALAMOGORDO JUNCTION	30.9	2.50
				2.8		
		1387.0		OLIVERLEE	28.1	
				1.8		
17 P	f 8.00	1388.8		LA LUZ	26.3	s 2.35
				3.7		
14	f 8.20	1392.5		EL VALLE	22.6	f 2.10
				2.9		
15	f 8.35	1395.4		PINTO	19.7	f 1.55
				3.2		
15 P	s 8.55	1398.6		HIGH ROLLS	16.5	s 1.35
				0.7		
9 P	s 9.00	1399.3		MOUNTAIN PARK	15.8	s 1.25
				1.6		
7 WP	f 9.10	1400.9		WOOTEN	14.2	f 1.15
				2.6		
8 YP	f 9.30	1403.5		TOBOGGAN	11.6	f 1.00
				0.2		
		1403.7		SWITCHBACK (West End)	11.4	
				0.6		
		1404.3		SWITCHBACK (East End)	10.8	
				4.4		
14 WPY	s 10.15	1408.7		TO-R CLOUDCROFT	6.4	s 12.20
				0.7		
41 Spur	10.20	1409.4		HOTEL	5.7	12.05PM
				1.2		
11 Spur	f 10.30	1410.6		COX CANON	4.5	f 11.55AM
				2.7		
		1413.3		HUDMANS	1.8	
				1.8		
22 YP	s 10.55AM	1415.1		RUSSIA	0.0	11.30AM
	Arrive Mon. Wed. Fri.			(32.3)		Leave Mon. Wed. Fri.
	(3.20)			Time over District		(3.30)
	9.69			Average speed per hour		9.23

EASTWARD ALAMOGORDO SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 972 Mixed Leave Tue. Fri.	Distance from San Francisco		Time Table No. 21 May 3, 1936 Capitan Branch STATIONS	Distance from Capitan	THIRD CLASS 973 Mixed Arrive Tue. Fri.
Yard BWYPKF	6.00AM	1439.9	A. B. S.	TO-R CARRIZOZO	21.3	s 11.20AM
				0.4		
	6.02	1440.3		CARRIZOZO JUNCTION	20.9	11.15
				8.7		
5 Spur	f 6.50	1449.0		WALNUT	12.2	s 10.40
				4.4		
		1453.4		SWITCH BACK (East End)	7.8	
				0.4		
		1453.8		SWITCH BACK (West End)	7.4	
				0.7		
5 Spur	f 7.35	1454.5		INDIAN DIVIDE	6.7	f 9.55
				4.2		
27 Spur Y	f 8.00	1458.7		COALORA	2.5	f 9.25
				2.5		
32 Spur P	s 8.25AM	1461.2		CAPITAN	0.0	9.00AM
	Arrive Tue. Fri.			(21.3)		Leave Tue. Fri.
	(2.25)			Time over District		(2.20)
	8.81			Average speed per hour		9.13

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

El Paso	B. R. Benjamin, 212 Mills St.
El Paso	Art Kassel, 910 No. Piedras St.
Tucson	Greenwald & Adams
Tucson	H. L. Tucker
Douglas	Hoyal Jewelers
Bisbee	L. L. Gilman
Lordsburg	H. H. Conder
Alamogordo	A. Sorenson & Son
Tucumcari	E. E. Rivers

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

Mescal, Trains on Mescal Subdivision.
Anapra, Trains on Hachita Subdivision.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:

Mescal, Trains on Mescal Subdivision.
Anapra, Trains on Hachita Subdivision.

RULE 14 (1).

Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office, and movements over highway crossing on spur leading to plant must be preceded by flagman.

Smelter: On main lead in lower yard whistle must be sounded and bell kept ringing aproaching and over crossings at the east and west ends of converter building.

RULE 21 (c). Engines of trains may display indicators from El Paso Union Passenger Depot:

Westward to Anapra,
Eastward to Octavia St.

RULE D-71. Trains may move between Anapra and El Paso (Octavia St.) with the current of traffic irrespective of time table superiority but must avoid delaying passenger trains.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Eastward trains of the Hachita subdivision may move Anapra to El Paso with current of traffic as authorized into Anapra.

RULE 83 (A). At the following stations only trains originating and terminating will register:

Fairbank
Bisbee Jct.
Vaughn
Benson
Alamogordo

All trains operating over branch lines arriving or departing Fairbank will register at Fairbank.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Mescal, Regular and extra trains.
Anapra, Regular and extra trains.

El Paso (Octavia St.) Trains that do not originate or terminate at El Paso (Octavia St.) and pass that point.

Trains the schedule of which terminates at El Paso Union Passenger Depot, register by ticket in addition to complying with Rule 83 (A).

Trains leaving El Paso Union Passenger Depot show time of departure on bottom of ticket left at Anapra or El Paso (Octavia St.).

RULE 83 (D). Will not apply at Mescal. Trains will be governed by train order signal.

Trains leaving Tucson routed Mescal and Rio Grande Division must obtain two clearances, one marked Tucson Division and one marked Rio Grande Division.

Westward trains leaving El Paso (Octavia Street) routed via Anapra and Hachita Subdivision must obtain two clearances, one marked Deming Subdivision and one marked Hachita Subdivision.

Eastward trains of the Hachita subdivision may leave Anapra without a clearance and will be governed by train order signal.

Trains originating at El Paso Union Passenger Depot will proceed westward to Anapra or eastward to El Paso (Octavia Street), where they will obtain a clearance and, when necessary, check of trains. Sections of Westward schedules and Westward extra trains originating at El Paso Union Passenger Depot must obtain train orders at Anapra, and sections of Eastward schedules and Eastward extra trains must obtain train orders at El Paso (Octavia Street) for movement beyond those points.

Trains must obtain clearance before leaving Deming.

No. 975 must obtain clearance before leaving French.

☛ "SAFETY"

RULE 93. Yard limits are established at:

Benson
Fairbank
Bisbee Jct.
Douglas
Hachita
Columbus
Valedon
Lordsburg
Clifton
Deming
El Paso
Alamogordo
Cloudcroft
Russia
Carrizozo
Capitan
Vaughn
Santa Rosa
Tucumcari
Dawson

Yard limits are defined at the following points by yard limit signs:

Fairbank	Main Track, MP 1046.32 and MP 1049.36. Benson Branch, MP 1050.81. Patagonia Branch, MP 1052.32. Tombstone Branch, MP 1049.42.
Bisbee Jct.	Main Track, MP 1084.27 and MP 1085.78, and includes all of Bisbee Branch and Bisbee-Lowell cut-off.
Lordsburg	Main Track, MP 1147.19 and MP 1151.38. Clifton Branch, MP 1148.04. Valedon Branch, MP 1148.38.
El Paso	Track No. 1, MP 1291.54, Track No. 2, MP 1319.87. Alamogordo subdivision, MP 1300.54.
Alamogordo	Main Track, M. P. 1381.47 and MP 1385.06, including wye on Cloudcroft Branch.
Carrizozo	Main Track, MP 1438.22 and MP 1441.90, Capitan Branch, MP 1441.00.

RULE 95. The number of sections of a schedule, if any, to be run out of El Paso Union Passenger Depot will be arranged by Chief Train Dispatcher and signals will be displayed to Anapra or to El Paso (Octavia Street) according to instructions.

RULE D-97. (A). Extra trains may leave El Paso Union Passenger Depot as directed by Chief Train Dispatcher.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

Lowell:

Phelps Dodge Mining Co. narrow gauge track from Junction Shaft to Campbell Shaft crossings at following locations:

Fixed crossing on loading tracks 1 and 2 at tipple, Junction Shaft.

Movable crossing on track leading to Denn Mine 20 feet west of Naco Highway crossing.

Movable crossing on Campbell Shaft loading track 240 feet west of Naco Highway crossing.

Movable crossing on Campbell Shaft lumber spur 190 feet west of No. 1 loading track switch.

The movable type crossings are narrow gauge turn-back rails, normal position locked and clear of Southern Pacific tracks when not in use. See that turn-back rails are in normal position clear of S. P. tracks and crossing clear of obstructions before operating over crossing location. "STOP" signs are installed on each side of locations designated. Crews operating over tracks in these locations, protect against impaired side clearances, and stop before crossing these locations.

AT&SF Ry. at Colfax is protected with gate, normal position of which is located across AT&SF track. Approach this crossing with caution.

RULE 99. At Fairbank trains from Patagonia Branch must not occupy main track between N. M. & A. Jct. and station, except under protection of flag.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Bisbee Jct.	East leg of wye is main track of Bisbee Branch.
Corta	Junction switch is for Bisbee-Lowell cut-off via Warren.
Don Luis	East and west wye switches for Don Luis yard.
Valedon Branch	East end, MP 1147.75, for Oil Siding.
Anapra	East end of west crossover and west end of east crossover, for main track Deming subdivision. These are hand-throw switches and will be handled by operator, Anapra. West end west crossover, for Track 2. This is an oil buffer spring switch. East end east crossover, for Track 2. This is an oil buffer spring switch.
Alamogordo Jct.	Wye, Cloudcroft end, for east leg.
Toboggan	When cars are left on either end of switchback, lined and locked at east and west ends of switchback for westward trains.
Carrizozo Jct.	Wye, Capitan end, for west leg.
Pastura	West switch of turnout from siding to Main Track, near water tank, is lined and locked for stock track.
Tucumcari	Initial switch Dawson Branch, for stock track.

DERAILS ARE LOCATED:

Patagonia Branch- Fairbank	260 ft. east of N. M. & A. Jct.
Tombstone Branch- Fairbank	300 ft. east of Junction switch.
Ft. Huachuca Branch- Lewis Springs	237 ft. east of Junction switch.
Bisbee Branch-Bisbee	225 ft. west of station.
Valedon Branch- Lordsburg	295 ft. east of Junction switch.
Cloudcroft Branch:	
Alamogordo Jct.	East leg of Wye-427 ft. east of main track switch. West leg of Wye-192 ft. east of main track switch.
Cloudcroft	150 ft. west of west wye switch.
Russia	837 ft. west of west switch.
Capitan Branch:	
Carrizozo Jct.	West leg of Wye-283 ft. east of main track switch. East leg of Wye-160 ft. east of main track switch.
Dawson Branch- Dawson Yard	550 ft. west of west switch.

RULE 105. Following tracks are designated for use as sidings:

Lewis Springs	Siding located east of station on North side of main track.
Hereford	Siding located opposite station on North side of main track, extending eastward from turnout east of stock pen.
Naco	Siding located east of station on South side of main track.
Hachita	Siding is on South side of main track. East switch located 200 feet east of coal chute, west switch 200 feet west of wye switch.

RULE 206 (A). Regular trains will not be required to obtain clearance at the following stations:

Patagonia	Russia
Ft. Huachuca	Capitan

RULE 221. The light will not be displayed in train order signals at following stations except when train orders are to be delivered:

Curtiss	Duncan
Mosquero	Roy

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance reading:

"OK at________M________Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 667. Boiler blow-off cocks on engines must not be opened while passing over steel bridges.

RULE 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

INSTRUCTIONS FOR SETTING HAND BRAKES AT:

El Paso, T&NO Freight Yard: Engine must not be cut off freight trains when train or part of train is left west of Octavia St. until five or more hand brakes have been set on east end of train, or that part left west of Octavia St.

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employee releasing any of these brakes, must set as many others to replace them.

On Cloudcroft Branch and Capitan Branch, cars must not be cut off while in motion or before hand brakes have been set.

RULE 836. If it can be avoided engines must not push trains between Bisbee Junction and Don Luis.

RULE 875. In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

AUTOMATIC BLOCK SYSTEM

Tracks not protected by automatic block signals are located and described as follows:

EL PASO: (1) Pacific Lines Tracks Nos. 1 and 2 and T. & N. O. Tracks Nos. 1 and 2 and Pacific Lines main track (former E. P. & S. W. tracks) between interlocking home signals west of Interlocking Station, Tower No. 6, governing the movement of eastward trains, and interlocking home signals east of Interlocking station, Tower No. 47, governing the movement of westward trains.

(2) Tracks within the limits of the El Paso Union Passenger Depot Company's yard.

Signals displaying indication in both upper and lower quadrants are in service.

Upper Quadrant: Signal arm extended upward parallel to signal mast—"PROCEED."

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in "Stop" position.

Track No. 1. When a block signal indicates "Stop" trains may proceed as follows:

Mescal to Tucson: Westward trains will be governed by Rule 509 applicable to double track. Eastward trains Tucson to Signal 10078, just east of east switch Empire, will have no block signal protection. From Signal 10078 to Mescal will be governed by Rule 509 applicable to single track.

Tower 6 to Anapra: Westward trains will be governed by Rule 509 applicable to double track. Eastward trains will be governed by Rule 509 applicable to single track.

Track No. 2. Anapra to Tower 6: Eastward trains will be governed by Rule 509 applicable to double track. Westward trains will be governed by Rule 509 applicable to single track.

Signals 15836 and 15843 have included in their control limits a specially protective device. When either of these signals indicate "Stop", careful inspection must be made of bridge 1584.00 and approaches. It must be known that the bridge and approaches are safe for the passage of trains before proceeding.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

Anapra:	MPH
East switch of east crossover:	
Trailing Eastward	30
Facing Westward	15
West switch of west crossover:	
Facing Eastward	15
Trailing Westward	30
El Paso:	
East end of ice house track:	
Trailing Eastward	25
Facing Westward	15

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULES 512 and 512 (A). Switch indicators and dwarf signals located:

Douglas, East yard entrance switch.
Lordsburg, Valedon Branch Switch.
Alamogordo, East and West legs of wye.
Carrizozo, East leg of wye.

When switch indicator shows block clear, derail and switch may be lined for movement to main track. Signal is normally dark, but when derail is lined, signal will light and indicate "Stop." When derail and switch are both lined and block is clear, signal will indicate "Proceed." When switch indicator shows block occupied derail only may be lined. After waiting two minutes switch may be lined. If signal indicates "Stop" after switch and derail have been lined, train will proceed as prescribed by Rule 509.

RULE 516. Overlap posts are located at:

Bowen: 292 feet west of block signal 13194, eastward trains.
18 feet west of block signal 13188, westward trains, track No. 2.

INTERLOCKING

Mescal: Interlocking signals of Rio Grande Division will display indication in upper quadrant. The beginning of Tucson Division single track is at east switch of west crossover. Beginning of Rio Grande Division single track is at east switch of east crossover. Beginning of track 1 of double track is at west end of west crossover.

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east switches and west switches of sidings of the Tucson Division. Switches are controlled by signal operator, except switch leading from north siding to cinder and well spurs from south siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in the event the remote control appliance is inoperative.

Whistle signals as follows:

Eastward trains enroute Tucson Division—two short, one long and two short.

Eastward trains enroute Rio Grande Division—one long and four short.

Eastward trains for south siding—one short, one long and one short.

Eastward trains south siding to Tucson Division—two short, one long and one short.

Eastward trains south siding to Rio Grande Division—one short, one long and two short.

Westward trains north siding to No. 1 track—two long and two short.

Westward trains Tucson Division enroute No. 1 track—one short and two long.

Westward trains Tucson Division enroute north siding—two short and two long.

Westward Rio Grande Division trains enroute No. 1 track—one long, one short and one long.

Westward trains from Rio Grande Division through east crossover and Tucson Division to No. 1 track—one short, two long and one short.

EL PASO — TOWER 6:

(NOTE: Eastward trains: At switch leading to Union Passenger Depot yard, upper arm on signal mast governs route to Union Passenger Depot tracks. Lower arm governs route to T&NO or Pacific Lines freight yard.)

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.

Main track movements between Pacific Lines No. 2 Track and T. & N. O. double track in either direction—one short, one long and one short.

Other main track movements in either direction against current of traffic—one short and two long.

T. & N. O. Union Depot connection, from any direction—one long, two short and one long.

Pacific Lines Union Depot connection, from any direction—one long, one short and one long.

EL PASO — TOWER 47:

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.

Main track movements in either direction against current of traffic—one short and two long.

North lead, Eastward—one long, one short, one long and one short.

North lead, Westward—one long, one short and one long.

South lead, Eastward—one short, two long and one short.

South lead, Westward—two short and two long.

To T. & P. main track—two short, one long and one short.

Westward to west yard—one short, one long and two short.

To East Yard—two long and two short.

Eastward to West Yard—one short, one long and one short.

To Alamogordo Subdivision from T. & N. O. Yard—one long, two short and one long.

From West Yard to Alamogordo Subdivision—three long and one short.

From Alamogordo Subdivision to T. &. N. O. Yard—one long.

From Alamogordo Subdivision to West Yard—two short, two long and one short.

S. P. Shop Lead Eastward from any point—two short, two long and two short.

S. P. Shop Lead Westward from any point—two short, one long and two short.

S. P. Roundhouse Lead Eastward—one short, two long and two short.

S. P. Roundhouse Lead Westward—two short, two long and one short.

Switch west end of ice house crossover is a remote control and operated by signal operator from Tower 6. In event remote control appliance is inoperative, trains stopped will call signal operator by telephone and secure permission to throw switch by hand. Instructions for operating the switch by hand, when so authorized by signal operator, are located in telephone booth.

Switches just east of El Paso Union Passenger Depot yard governing movements into and out of Union Passenger Depot tracks and crossover movements from westward and eastward main tracks Nos. 1 and 2, are operated from Tower 6. Interlocking Signals and Rules govern movements over these switches.

When signals are not cleared or the switch is not set for the route required, communicate with the signal operator at Tower 6 by telephone located in box on westward signal mast at Santa Fe Street, on signal mast near east lead Union Passenger Depot or on iron fence Union Passenger Depot. Instructions for operating the switch by hand, when so authorized by the signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been lined for an approaching passenger train, the signal operator must immediately be so advised by telephone, in order that he may restore the route and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at east end of Union Passenger Depot yard will advise signal operator by telephone when ready to start switching over Union Passenger Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

Conductors of eastward passenger trains advise signal operator by telephone, located in box on Union Depot fence, when train is ready to leave.

Within the limits of El Paso Union Passenger Depot Company's yard, employes are subject to Rules and Regulations of that Company.

TRAIN AND AIR INSPECTION

On freight trains, when conditions are favorable and in the judgment of conductor and engineer it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of sixty (60) miles must not be exceeded between inspections.

Inspection must be made at any intermediate stop.

Freight trains on descending grade must stop at least five minutes for inspection at:

Vail
Campstone
Patagonia
Medio
Campana
High Rolls
La Luz
Walnut

The same inspection as is required of freight trains will be made of engines running light, descending grades of 1½ per cent or over.

AIR BRAKE RULE 2. Enginemen when leaving roundhouse will make running air test, to ascertain if brakes are in operative condition.

AIR BRAKE RULE 4. Westward trains between Mosquero and Campana, and on the Capitan and Cloudcroft Branches must use 90 pounds brake pipe pressure.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give Signal 16 (e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

Running air brake test shall be made:

M. P. 1488.85—Eastward and westward passenger trains.

Cabeza—Westward passenger trains.

AIR BRAKE RULE 17.

Rear end air brake test shall be made by freight and mixed trains immediately before leaving:

Sonoita.
Tombstone—Westward.
Ft. Huachuca—Westward.
South Siding.
Highrolls—Westward.
Cloudcroft—Westward.
Russia—Westward.
Walnut—Westward.
Indian Divide—Westward.
Medio—Westward.
Cabeza—Westward.
Mosquero—Westward.

AIR BRAKE RULE 56.

Passenger Trains

Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Indian Divide to Walnut—All retainers.

Cabeza to Campana—All retainers.

Freight and Mixed Trains

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Where retainers are used, speed of freight trains on any grade of over one per cent will not exceed 25 M. P. H., and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Conductor and engineer after consulting may use necessary retainers on train of less than 100Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack.

Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air compressor, will use fifty per cent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air compressor, will use all retainers Don Luis to Bisbee Junction and fifty per cent of retainers Bisbee Junction to Forrest.

Sufficient retainers will be used on Westward trains between Planeport and El Paso to adjust slack.

Russia to Alamogordo—Retainer line must be coupled up and in use throughout entire train.

Indian Divide to Walnut—Westward trains all retainers.

Cabeza to Campana—Westward trains all retainers.

When all retainers are not used, the required number shall be turned up solid on the head end of train.

The tonnage of freight or mixed trains between Russia and La Luz must not exceed 80Ms per operative brake, between Indian Divide and Walnut 120Ms per operative brake, and between Cabeza and Campana 160Ms per operative brake.

Fort Huachuca: Air brakes must be used in handling cars on elevated trestle.

Forrest: Air brakes must be used on all cars in switching Paul's Spur.

Tucumcari: Air brakes must be used when switching pumphouse.

Dawson: Air brakes must be used on all cars moved from loading tipples to train yard and on cars moved from train yard to storage yards above tipples.

MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or fuel, including that required to spot second engine of doubleheader, engines of heavy freight trains must be cut off before spotting.

Westward trains must have sufficient water to make Tucson before passing last water tank east of Mescal, and not take water at Marsh or Rita except in emergency; then only enough to make Tucson.

Avoid taking water at the following emergency water stations:

Hereford
Forrest
Apache
Hermanas
Mt. Riley
Noria
Akela
Orogrande
Three Rivers
Oscura
Cuervo

If necessary to take water, take only enough to make next water station.

Engines going to Don Luis must take full tank of water at Bisbee Junction.

Eastward trains take water at Guthrie; westward trains take only enough water at Clifton to reach Guthrie.

At Akela water spout must be pointed east when not in use.

If necessary for eastward freight trains to take water between Vaughn and Tucumcari, take full tank at Pastura.

Promptly report to Chief Train Dispatcher any leak observed in water service pipeline between Carrizozo and Pastura.

At Cabeza take full tender of coal. If necessary to take coal at Taylor, engineer promptly advise amount taken and necessity for so doing.

Ash pans must be kept closed on coal burning engines while running. Dump cinders only at water columns or coaling stations, except in emergency. When dumped, enginemen must thoroughly wet and know that fire is extinguished, except where cindermen are on duty. If dumped where ties are exposed, must be shovelled from track, and must not be dumped close to coal chutes constructed of wood.

Cinders must not be dumped on switches or frogs.

4. One helper may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage, or more if necessary to cut in ahead of all rear end cars; or if in opinion of conductor conditions are favorable helpers may be put on head end of train.

In no case will more than one helper engine be placed behind steel underframe caboose.

Helper must not couple to, or uncouple from train, while train is in motion.

When more than one engine is used on a train over bridges 1638.93 and 1740.80, Dawson Branch, engines must be spaced at least five car lengths apart or run single over these bridges.

4. (a) Pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Air will not be coupled through the pusher engine.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In no case will more than one pusher engine be placed behind steel underframe cabooses.

6. When necessary to turn at Toboggan, enter West leg of wye.

7. Within third rail territory of Clifton District, P. D. Co. trains must move with caution and be protected against Southern Pacific trains. Trains operating on the Shannon Hill spur, Clifton, look out for impaired side clearance in rock cuts and not exceed 6 miles per hour on Shannon spur. End of rail standard gauge track 120 ft. east of Texas Oil Co. Switch and move carefully over all switches and frogs. Conductors will get authority from Agent, Clifton, to use Shannon spur Clifton to Texas Oil Co. spur and engines must be headed up grade.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one-half mile from station.

9. When openings have been made at highway crossings by trains on main track or siding, traffic must be protected against trains on other tracks.

When coupling to cars near a street or highway crossing not protected, a member of crew must protect street or highway traffic.

In performing work at stations, engines or cars must not stand on crossings.

Naco—Opening of five car lengths must be left each side of crossing east of passenger station.

Movements must be preceded by flagman over crossings at:

Curtiss	Apache Powder Co. plant.
Bisbee	In vicinity of switchback near Phelps Dodge machine shop.
Calumet	Phelps Dodge Smelter. Nos. 1 and 2 tracks. No. 5 near office. Lead to acid loading plant. Lead to Calcine track.
Douglas	Queen Track—All crossings. Nacozari Lead—Park crossing. 14th Street. 16th Street (when crossing bell is inoperative).
El Paso	River Track: Dallas Street. Myrtle Avenue. Magoffin Avenue. All crossings North Campbell Street to West Main Street, inclusive, in case traffic light signals fail. If trains or engines are stopped and block street crossings, promptly communicate with Yardmaster.

10. Engines heavier than those shown herein will not be permitted to operate on following lines or tracks:

Benson-Fairbank Branch	C- 9

Patagonia Branch: E class with not more than 70,000 lbs. on drivers, T and Mogul class with not more than 100,000 lbs. on drivers, except T-1 class with not more than 112,000 lbs. on drivers may be used not to exceed 10 miles per hour over bridges 1051.96, 1055.29, 1067.41, 1085.15, 1097.49, 1097.95 TW and Consolidation class with not more than 125,000 lbs. on drivers.

Tombstone Branch	C- 9
Tombstone, Schuster Siding	TW
Lewis Springs, West leg of wye	C
Huachuca Branch	C- 9
Naco, Old Wye Spur	C
Bisbee Branch:	
Don Luis-Bisbee	C- 9
Warren-Bisbee	C- 9
Holbrook Lumber Tracks	C-18
Shattuck Spur Tracks	C-18
Gardner Mill Spur	C-18
Briggs Spur Tracks	C-18
Czar Loading Spur	C-19
Oliver Mine Track	C-19
Calumet, Trestle Work of tracks serving ore bins, Phelps Dodge Smelter	C-19
Douglas:	
Government Spur	C- 9
Brewery Tracks	C- 9
Gypsum Plant Tracks	C- 9
Clifton Branch	C-18
Valedon Branch	C- 9
Lordsburg, House and Transfer Tracks A. & N. M. Yard	C
Deming, Continental Oil Spur	C
Cloudcroft Branch	C-17
Capitan Branch	C-17
Tucumcari:	
Dawson Yard, including wye	C-19
Repair Tracks	C-19
Water Spur	C-19
Peco Spur	C-19
Coal Storage Tracks	C-19
Dawson Branch	MK- 9
Dawson:	
Spur to Phelps Dodge Merc. Co.	C-19
New Main Track beyond "Tipple" derail	C-19

Patagonia Branch: Cars weighing more than 169,000 lbs. gross must not be handled between N. M. & A. Jct. and Flux.

Tombstone Branch: Tombstone, Bunker Hill tracks must not be used beyond points indicated by signs: "Limit of Train Operation—End of Maintenance."

Bisbee Branch:

Campbell Shaft Track and Denn Spur Track must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations."

Lowell: Shop Spur in Junction Mine Yard, Engines must not pass sign reading: "Engines Must Not Pass This Point."

Engines must not be moved over coal hopper on coal track spur Bisbee Jct., Rodeo and Hachita, or coal track, Columbus.

Clifton Branch: Tunnels between Milepost 1212.1 and 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

Strauss: Engines must not use curved portion of either leg of wye tracks, except engines may use that part of west leg of wye to pick up or spot cars at unloading box west of pumphouse.

El Paso: Old T. & N. O. eastward main track must not be used between ice house crossover and turnout to westward main track No. 1 near Rio Grande River Bridge.
East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with more than 11-foot rigid wheel base.

Alamogordo:

Roundhouse Lead	C- 9
Breece Lumber Co. lead	C- 9

Cloudcroft Branch: All cars handled between Alamogordo Jct. and Russia must be equipped with independent retainer line; have 3 inches of lateral in end sills on each side of coupler shank; equipped with inside connected brakes, and hand brakes in working condition. Air and hand brakes must work together. Cars more than 42 feet in length outside measurement or 14 feet 6 inches in height from top of rail, or equipped with trucks having more than four wheels, cannot be handled between La Luz and Russia.

Capitan Branch: All cars handled between Carrizozo Jct. and Capitan must have 3 inches of lateral in end sills on each side of coupler shank, equipped with inside connected brakes, and hand brakes in working condition. Air and hand brakes must work together. Cars more than 60 feet in length outside measurement or with trucks having more than four wheels, will not be handled.

Hawks: Engines must not use industry spur beyond west side of loading tipple.

Reduce speed and look out for fallen rocks on curve between Mile Posts 1053.5 and 1053.8, west of Charleston.

Look out for drifted sand between Columbus and Rio Grande Tunnel.

Reduce speed and look out for caving banks both approaches Rio Grande Tunnel.

Look out for drifted sand between Deming and Anapra.

Look out for drifted sand between Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal and Robsart; and for fallen rocks and trees during or after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.

Look out for fallen rocks and trees between La Luz and Russia.

Look out for fallen rocks and trees between Walnut and Coalora.

Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

Westward trains from Cabeza to Campana must not handle more than 40 freight cars in one train and must not follow each other closer than fifteen minutes.

11. Tracks between Tucson and Mescal numbered and will be used as follows:

No. 1, Westward Trains.
No. 2, Eastward Trains. (See Tucson Division time table.)

Tracks between Anapra and El Paso (Octavia St.) numbered and will be used as follows:

No. 1, (Octavia St. Pacific Lines) Westward Trains.

No. 2, Eastward Trains (Octavia St. T&NO Yard.)

Eastward trains may detour through ice house crossover to Tower 6, then to El Paso Union Passenger Depot or to (Octavia St.) T&NO Yard.

Westward trains departing El Paso Union Passenger Depot will reach track No. 1 through interlocking plant Tower 6.

Eastward trains arriving may reach El Paso Union Passenger Depot through interlocking plant Tower 6.

Tracks between Tower 6 and Tower 47 identified and numbered, and will be used jointly by trains of the T&NO and Pacific Lines, as follows:

T&NO No. 1, (North Track) Tower 47 to El Paso Union Passenger Depot connection or Tower 6, Westward Trains.

T&NO No. 2, (South Track) Tower 6 or El Paso Union Passenger Depot connection to Tower 47, Eastward Trains.

14. Passenger engineers will make additional water stops to use sprinklers properly in dusty territory, where engines clean fires, or where track has been disturbed.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express or mail car, or a caboose.

Club cars handled in head end of main line passenger trains must be of all steel construction.

Passenger equipment, (except official cars) moved in freight trains, must be placed next to caboose if rear end freight cars in train will permit.

25. Electric lanterns may be used for displaying white light only.

28. Bus connection is provided at Bisbee Jct. and conductors will ascertain if bus has arrived or secure instructions if they are to wait.

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles per hour except as otherwise provided for.
Maximum speed of any freight or mixed train must not exceed 35 miles per hour except as otherwise provided for.
Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	BETWEEN	Maximum	PASSENGER			FREIGHT			LIGHT ENGINES RUNNING FORWARD		
			With TW MK 2, 4 MK 10 Engines	With M T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58, MK 5, 6, 7, 8, 9 Engines	With SP 1, 2, 3 F 1, 3, 4, 5, 6 C 2 to 10, Inc. C 18 to 29, Inc. Engines	Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE Type	M T 1, 2, 8, 9 23, 28, 31, 36, 57, 58 C 2 to 10, Inc. C 18 to 29, Inc. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW MK 2, 4, 10	A E GS 1 MT 1, 2, 3, 4, 5 P T 26, 32, 37, 40
	Through Crossovers and Turnouts	15	15	15	15	15	10	15	15	15	15
2	Tuscon-Mescal	50	40	50	45	35	20	20	35	30	35
2	Mescal Interlocking Limits, when using normal route	35	35	35	35	25	15	15	25	25	25
2, 3	Mescal-Perilla (except)	50	40	50	45	35	20	20	35	30	35
2, 3	Douglas, over 14th and 16th St. Crossings	10	10	10	10	10	10	10	10	10	10
3	Perilla-Mastodon (except)	60	40	50	45	40	20	20	35	30	40
3	Curves not otherwise restricted	50	------	------	------	35	20	20	35	30	35
3	Rodeo, over road crossing just west of station	30	30	30	30	20	10	10	20	20	20
3	Columbus, over road crossing just west of station	30	30	30	30	20	10	10	20	20	20
3	Mastodon-Anapra	50	40	50	45	35	20	20	35	30	35
4	Lordsburg-Strauss	60	40	50	45	40	20	20	35	30	40
4	Strauss-Anapra	45	40	45	45	35	20	20	35	30	35
4	Anapra-El Paso	50	40	50	45	35	20	20	35	30	35
4	Tower 6—El Paso Union Passenger Depot	10	10	10	10	10	10	10	10	10	10
5	Interlocking Limits Tower 47, El Paso	10	10	10	10	10	10	10	10	10	10
5	El Paso-Carrizozo (except)	60	40	50	45	40	20	20	35	30	40
5	Orogrande, over wye	10	10	10	10	10	10	10	10	10	10
6	Carrizozo-Tucumcari (except)	60	40	50	45	40	20	20	35	30	40
6	Curves not otherwise restricted	50	------	------		35	20	20	35	30	35
6	Corona, over wye	5	5	5	5	5	5	5	5	5	5
6	Fairbank-Flux	20	------	------	------	20	15	15		20	
6	Tucumcari-Campana	35	35	35	35	30	20	20	30	30	30
6	Campana-Cabeza (Eastward)	20	20	20	20	20	20	20	20	20	20
6	Cabeza-Campana (Westward)	15	15	15	15	15	15	15	15	15	15
6	Cabeza-Dawson	35	35	35	35	30	20	20	30	30	30
6	Dawson, over wye	10	10	10	10	10	10	10	10	10	10
6	Dawson, over road crossing just east of station	4	4	4	4	4	4	4	4	4	4
6	Dawson, Track No. 7, over Bridge 1759.65	6	6	6	6	6	6	6	6	6	6
6	Dawson Branch, over Bridges 1631.50, 1638.93, 1644.15, 1647.81, 1648.57 and 1740.80, MK Engines	15									
7	Benson Jct.-Benson	20	------	------	------	20	15	15	------	20	------
7	Tombstone-Fairbank	20	------	------	------	20	15	15	------	20	------
7	Fort Huachuca-Lewis Springs	25	------	------	25	25	15	15	25	25	------
7	Bisbee Jct., over wye	10	10	10	10	10	10	10	10	10	10
7	Bisbee Jct.-Bisbee	25	25	25	25	20	15	15	20	20	20
7	Corta-Lowell via Don Luis	25	25	25	25	20	15	15	20	20	20
7	Don Luis, over wye	6	6	6	6	6	6	6	6	6	6
7	Oil Siding-Valedon	15	------	------	15	15	15	15	15	15	------
7	Lordsburg-Franklin	30	------	------	30	30	15	15	------	30	------
7	Franklin-Duncan	25	------	------	25	25	15	15	------	25	------
7	Duncan-M. P. 1202.5	30	------	------	25	25	15	15	------	25	------
7	M. P. 1202.5-Smelter	20	------	------	20	20	15	15	------	20	------
7	Smelter-Clifton	15	------	------	15	15	15	15	------	15	------
7	Clifton, over crossings	5	------	------	5	5	5	5	------	5	------
8	Alamogordo Jct., over wye	10	10	10	10	10	10	10	10	10	10
8	Alamogordo-La Luz	20	------	------	------	20	20	20	------	20	------
8	La Luz-Russia	12	------	------	------	12	12	12	------	12	------
8	Carrizozo Jct., over wye	10	10	10	10	10	10	10	10	10	10
8	Carrizozo-M. P. 1450, Capitan Branch	20	------	------		20	20	20	------	20	------
8	M. P. 1450, Capitan Branch-Capitan	12	------	------		12	12	12	------	12	------

MOUNTAIN TYPE "Mt" AND PACIFIC TYPE "P" ENGINES IN PASSENGER SERVICE MAY MAKE MAXIMUM SPEED

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	LOCATION	M. P. H.
4	Deming	8
4, 5	El Paso, over all street crossings except	
	North Campbell to West Main Streets, inclusive	10
	North Campbell to West Main Streets, inclusive	15

El Paso: Trains must approach junction switches of icehouse crossover with caution.

Trains entering or leaving El Paso Union Passenger Depot will do so with caution.

Westward trains and yard engines on Pacific Lines Tracks Nos. 1 and 2 must not exceed speed of 6 miles per hour over North Campbell Street.

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated.

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 M. P. H.

Tenders having water capacity in excess of 7,000 gallons, and including Classes 70-R-1 and 70-SC-1, maximum speed 60 M. P. H.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed..........................20 M. P. H.
When main rod only removed..........................30 M. P. H.
When side rods only removed..........................30 M. P. H.
When both main and side rods removed..........................20 M. P. H.
When hauled in train and all rods are on..........................30 M. P. H.
SP 1, 2 and 3 when inside main rod removed..........................30 M. P. H.
S and SE engines, and all other classes of engines when not equipped with engine trucks..........................20 M. P. H.

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M. P. H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M. P. H.

Yard engines in service must not exceed 20 miles per hour.

Maximum speed moving cars ahead of engine, 20 miles per hour.

Trains handling loaded ore cars between Bisbee Jct. and Calumet must not exceed 25 miles per hour.

Trains handling relief outfit with steam derrick must not exceed 25 miles per hour.

Trains handling piledrivers, locomotive cranes, or industrial cranes, with boom in place, must not exceed 25 miles per hour on straight track or 15 miles per hour around curves of 4 degrees or over.

Trains handling rotary snow plows must not exceed 15 miles per hour.

Cars moved in passenger trains must be equipped with steel-tired or all-steel wheels.

Wooden passenger-carrying cars, wooden baggage, express, and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on authority of Superintendent.

Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 miles per hour.

When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 miles per hour.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

SPECIAL INSTRUCTIONS

SPEED TABLE

Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27	51	1	11
8	7	30	22	2	43	32	1	52	42	1	25	52	1	9
10	6		23	2	36	33	1	49	43	1	23	53	1	8
12	5		24	2	30	34	1	45	44	1	21	54	1	7
15	4		25	2	24	35	1	42	45	1	20	55	1	6
16	3	45	26	2	18	36	1	40	46	1	18	56	1	4
17	3	31	27	2	13	37	1	37	47	1	16	57	1	3
18	3	20	28	2	8	38	1	34	48	1	15	58	1	2
19	3	9	29	2	4	39	1	33	49	1	13	59	1	1
20	3		30	2		40	1	30	50	1	12	60	1	0

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury. Bulletins may be issued from time to time referring to impaired clearances not listed below.

Mile Post	AT OR NEAR	DESCRIPTION
		RITA-EL PASO
997.8	Rita............	Water Crane, Main and Siding..............Side
1012.9	Marsh............	Water Crane, Main and Siding..............Side
1028.6	Whetstone........	Water Crane, Main and Siding..............Side
		BENSON-FAIRBANK BRANCH
1039.8	Curtiss..........	Warehouse Platform, Apache Powder Co. Tracks ....Side
		Coal Grinder House, Apache Powder Co. Tracks ....Side
		Soda House, Apache Powder Co. Tracks.....Side
		PATAGONIA BRANCH
1051.9	Fairbank.........	Bridge over San Pedro River..............Over
1055.3	....	Bridge over Babacomari Creek.............Over
1067.4	....	Bridge over Babacomari Creek.............Over
1073.8	Elgin............	Water Tank Spout..............Over and Side
1048.2	Fairbank.........	Water Crane, Main and Siding..............Side
		Oil Crane, Tombstone Main..............Side
1058.8	Lewis Springs....	Water Tank Spout, Main Track..............Side
		FORT HUACHUCA BRANCH
1072.0	Ft. Huachuca.....	Freight Platform, Main and House Tracks....Side
		Government Structures, Oat Bin Platform and Coal Bin, Main Track..............Side
		Repair Shop, Tool House, and Warehouse Platform, Commissary Track..............Side
1069.0	Hereford.........	Water Crane, Main and Siding..............Side
1080.9	Naco.............	Freight Platform, Spur Track to Naco, Mex...Side
1085.0	Bisbee Jct.	Water Crane, Main and Siding..............Side
		Coal Chute, Main and Coal Track..............Side
		Old Pump House, Coal Track..............Side
		BISBEE BRANCH
1088.3	Corta	Impaired Clearances— both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power wires, exist on all tracks on the Bisbee Branch east of Corta, on both the Corta to Warren to
1092.9	Bisbee...........	Bisbee and Corta to Don Luis to Bisbee Lines.
1089.0	Crook Tunnel.....	..............Overhead and Side
1096.9	Forrest..........	Water Crane, Main and Siding..............Side
		Loading Bin, Paul Spur..............Over and Side
1107.0	Douglas..........	Buildings and Platforms, All Industry Tracks ....Side
		Water Crane, Main and Siding..............Side
		Freight Station Platform, Nacozari Main.....Side
1121.1	Cazador..........	Water Tank and Spout..............Over and Side
1147.1	Apache...........	Water Tank and Spout..............Over and Side
1158.7	Rodeo............	Coal Chute, Main and Coal Track..............Side
		Water Tank and Spout..............Over and Side
1181.4	Antelope.........	Water Tank and Spout..............Over and Side
1206.3	Hachita..........	Coal Chute and Water Tank Spouts, Main and Coal Track ....Side
1230.9	Hermanas.........	Water Tank Spout, Main Track..............Side
1250.3	Columbus.........	Coal Chute, Main and Coal Track..............Side
1285.6	Mt. Riley........	Water Crane, Main ....Side
1299.0	Noria............	Coal Bin, Stock Track ....Side
		Water Crane, Main and Siding..............Side
1319.5	Rio Grande Tunnel.........	..............Over and Side
1321.3	Overhead Bridge..........	T&NO Smelter Spur ....Over and Side

Mile Post	AT OR NEAR	DESCRIPTION
1295.9	El Paso..........	Buildings and Platforms, Globe Mills Tracks ....Over and Side
		Building and Platform, Neff-Stiles Spur......Side
		Building, K. Z. & M. Spur ....Side
		Fence, west side Stanton St. ....Side
	El Paso..........	Freight Station Platform, North House Track..Side
	Pacific Lines.....	Auto Unloading Platform, Auto Track........Side
	Yard.............	Rock Loading Chute, Dudley & Orr Spur ....Over and Side
		Coal Bins, So. West Fuel Co Spur..............Side
1295.9	El Paso Shop Yard........	Retaining Wall, Depressed Cinder Track.....Side
		Coal Chute, Coaling Tracks..............Side
		Coal Chute, Hopper Track..........Over and Side
		Store House Platform, House Tracks........Side
	El Paso..........	Impaired Clearances— both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power or high power trolley wires, exist on all tracks leading off of the River Track and out of old Northeastern Yard.
		CLIFTON BRANCH
1184.3	Duncan...........	Lumber Sheds and Trees, Lumber Spur......Side
		Water Crane, Main and Siding..............Side
		Trees Through Station Grounds, All Tracks ....Over and Side
1205.2	Guthrie..........	Gila River Bridge..............Over and Side
		Water Crane, Main ....Side
1214.2	Smelter..........	Buildings, platforms, overhead bridges and trolley wires, Yard Tracks...Over and Side
1216.3	Clifton..........	San Francisco River Bridge.......Over and Side
		Rock Cut on Shannon Hill Track..............Side
		Chase Creek Bridge ....Side
		Buildings, platforms, Yard Tracks, coal chute, water crane, etc., east of first street crossing east of station....Over and Side
1189.2	to 1216.4.........	Rock Cuts ....Side
1212.1	to 1214.5.........	Tunnels Nos. 1, 2, 3, 4, 5 and 6.....Over and Side
		VALEDON BRANCH
1150.7	Lawrence.........	Ore Loading Platform, Spur..............Side
		Between Lawrence and Valedon, First Rock Cut ....Side
		LORDSBURG-EL PASO
1168.0	Separ............	Water Tank Spout..............Over and Side
1188.5	Gage.............	Water Tank Spout, Main and Siding ....Over and Side
1291.9	Brickland........	Rock Walls and Bridge Pier, Brickland Spur..............Over and Side
		EL PASO-TUCUMCARI
1316.1	Newman...........	Water Column, Main Track and Siding.......Side
1345.0	Orogrande........	West End Cinder Incline, west leg of wye...Side
1382.8	Alamogordo......	Cinder Loading Platform, Track No. 60......Side
		Ice Plant Buildings, Track No. 35..............Side
		Trestle for Conveyor Pipe at Mill, Track No. 101 ....Side
		Treating Plant, Tel. Wire, Track No. 110....Over
		Treating Plant Hoist Cable on Platform, Track No. 110 ....Over
		Coal Chute, Main Track..............Side
		Round House, Track No. 20.........Over and Side
		Thomas Store, Track No. 7..............Side
		Planing Mill Platform, Track No. 101.......Side
		S. W. Lumber Co. Storehouse, Track No. 101..Side
		Drying Rack at Mill Track No. 108..........Side
		West End Mill, Track No. 119.......Over and Side
		Treat. Plant Platform and Power House, Track No. 111 ....Side
		Treating Plant and Platform, Track No. 110..Side
		Treat. Plant Coal Bin, Track No. 111.........Side
		Treating Plant Power House, Tracks Nos. 110 and 111..............Side
		Breece Lumber Co., Track No. 2, Planing Mill ....Side
		Breece Lumber Co., Track No. 5, Tie Loading Dock..............Side
		Breece Lbr. Co., Track No. 4, Wood House...Side
		Breece Lbr. Co., Track No. 3, Log Platform..Side
		Breece Lbr. Co., Track No. 1, Power Line Pole ....Side
		Breece Lbr. Co., Track No. 1, Power Line....Over
1412.9	Three Rivers......	Water Column, Main Track and Siding.......Side
1424.5	Oscura...........	Water Column, Main Track and Track No. 1..Side
		Spout on Water Tank, Track No. 2..........Over
1439.9	Carrizozo.........	Water Column, Cinder Pit Track..............Side
		Coal Chute and Sand House, Track No. 20 ....Over and Side
		Walls, Cinder Track No. 21 ....Side
		Loading Crane, Track No. 17..............Side
		Machine Shop, Track No. 15........Over and Side
		Coal Chute, Hopper Track No. 37..............Side

Mile Post	AT OR NEAR	DESCRIPTION
1452.2	Coyote...........	Pump House, Track No. 3..............Side
		Water Crane, Main and Siding..............Side
1463.5	Ancho............	Brick Wall, Brick Plant Track..............Side
		Water Column, Main Track and Siding.....Side
1482.5	Gallinas.........	Stock Pen Platform, Siding ....Side
		Water Tank Spout, Main Track..............Side
1499.0	Torrance.........	Station Platform, House Track..............Side
1510.6	Duran............	Water Column, Main Track and Siding......Side
		Freight House Platform, Track No. 13......Side
1525.4	Vaughn...........	Water Column, Main Track and Siding.....Side
1547.2	Pastura..........	Water Column, Main Track and Siding.....Side
		Cinder Loading Incline and Pastura Trading Co. Platform, Siding..............Side
1563.7	Pintado..........	Coal Chute, Main Track and Coal Chute Track ....Side
1568.3	Santa Rosa........	Water Column, Main Track and Siding.....Side
		Moise Bros. Store and Warehouse, Industry Track No. 18..............Side
		Coury Garage, Industry Track No. 18.......Side
1574.0	Hawks............	Tipple Hinged apron may not be in position to clear ....Over and Side
1585.8	Cuervo...........	Bond & Weist Platform and Warehouse, Stock Yard Track ....Side
		Water Crane, Main and Siding..............Side
1606.7	Montoya..........	Water Crane, Main and Siding..............Side
1627.4	Tucumcari........	Sand House and Coal Chute Eng. House, Track No. 85..............Side
		Coal Hoist, Tracks Nos. 85 and 20..........Side
		Coal Hoist, Engine House, Track No. 21......Side
		Walls, Cinder Pit, Tracks Nos. 22 and 49....Side
		Car Repairers' Office, Track No. 86..........Side
		Roundhouse and Machine Shop Doors, Track No. 45..............Over and Side
		Roundhouse Doors, Track No. 31..Over and Side
		Machine Shop Coal Bin, Track No. 31........Side
		Freight House Platform, Tracks on both sides ....Side
		Pump House and Cinder Loading Incline, Track No. 43 ....Side
		Sinclair Oil Co. Fence, Track No. 42.........Side
		Tucumcari Ice Co. Buildings and Coal Bins, both sides Track No. 42..............Side
		Electric Light Co. Coal Bin, Track No. 42....Side
		Goldenberg's Old Concrete Vault Track No. 47..............Side
		CLOUDCROFT BRANCH
1398.6	High Rolls........	Freight House Platform, Siding ....Side
1400.9	Wooten...........	Water Treater Platform, Main Track.........Side
1404.3	Switchback........	Cribbing ....Side
1408.7	Cloudcroft........	Breece Lumber Co., Motor Car House
		Breece Lumber Co., Connection..............Side
		Breece Lbr. Co., Tool House, Lbr. Co. Conn...Side
		Breece Lbr. Co., Wood Shed, Lbr. Co. Conn...Side
		Breece Lbr. Co., Eng. Shed, Lbr. Co. Main Track and Siding ....Side
		Breece Lbr. Co. Oil House, Lbr. Co. Conn. ...Side
		Water Tank Spout, Main Track..............Over
		Breece Lbr. Co., Conn., N. W. Corner P. O. Building ....Side
		Breece Lbr. Co., Conn., Dwellings opposite P. O. Building ....Side
		Breece Lbr. Co., Conn., Fence, near Tool House ....Side

Note—Look out for narrow rock cuts between La Luz and Russia

CAPITAN BRANCH

Note—Look out for narrow rock cuts between M. P. 1450 and Indian Divide

DAWSON BRANCH

1639.0	Bridge 1638.93.....	Steel Bridge over Canadian River, Main Track ....Over and Side
1673.0	Cabeza...........	Coal Chute, Main Track and Coal Chute Track ....Side
1686.3	Solana...........	Water Tank Spout, Main Track..............Side
1696.1	Roy..............	Floersheim Warehouse and Platform Industry Track No. 3..............Side
1706.4	Mills............	Wilson Co. Elevator, Spur No. 6 ....Side
1715.6	Abbott...........	Wilson Co. Elevator Spur..............Side
		Water Tank Spout, Main Track..............Side
1729.8	Taylor...........	Coal Chute, Main Track and Track No. 3.....Side
1759.4	Dawson...........	Water Column, Tracks Nos. 16 and 17........Side
		Scale House, Tracks Nos. 7 and 9..............Side
		Sand House, Tracks Nos. 16 and 17..........Side
		Water Loading Crane, Track No. 15..........Side
		Walls, Depressed Track No. 18..............Side
		Coal Unloading Trestle, Track No. 25........Side
		Oil House, Track No. 38..............Side

Note—Look out for narrow rock cuts between Tucumcari and Cabeza

Bunks on log cars, such as are used on the Cloudcroft Branch, will not clear stock pen platforms.

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Tucson to Naco Douglas to El Paso	Naco to Bisbee Jct.	Bisbee Jct. to Douglas	El Paso to Bisbee Jct.	Bisbee Jct. to Fairbank Mescal to Tucson	Fairbank to Mescal	Lordsburg to Wilna	Wilna to El Paso	El Paso to Aden	Aden to Lordsburg	El Paso to Elda Santa Rosa to Tucumcari	Elda to Santa Rosa	Tucumcari to Gallinas	Gallinas to El Paso
T-36	T—63-20/26-118	2103 to 2104	190	1500	1900	6000	1600	6000	3050	2500	3300	2500	2800	1650	2000	1650	2900
T-37	T—70-24/28-146-S	2105 to 2106	175	2000	2550	6000	2150	6000	4050	3350	4400	3350	3750	2250	2700	2250	3950
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2698 to 2860	210	2500	3200	8000	2700	8000	5100	4150	5500	4150	4650	2700	3250	2700	4750
C-9, 10	C—57-22/30-200-SF																
C-8	C—57-22/30-192-S																
C-5	C—57-22/30-187-S	2624 to 2679															
C-5	C—57-22/30-185-S	2680 to 2693															
C-5	C—57-22/30-180	2624 to 2679	200	2200	2850	8000	2400	8000	4500	3700	4900	3700	4150	2450	2950	2450	4250
C-5	C—57-22/30-178	2680 to 2693															
TW-3	TW—50-20/26-120	2932 to 2945	170	1600	2050	6000	1750	6000	3250	2650	3500	2650	2950	1650	2000	1650	2900
P-12	P—73-27/28-189-SF	3120 to 3129	190	2600	3350	8000	2800	8000	5300	4350	5750	4350	4900	2850	3450	2850	5100
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	210	3150	4050	8000	3400	8000	6400	5250	6900	5250	5850	3450	4150	3450	6050
MK-7, 8, 9	MK—63-29/30-247-S	3300 to 3324	176	3500	4450	8000	3800	8000	7050	5800	7650	5800	6500	3850	4550	3850	6650
	MK—63-29/30-257-SF																
C-18	C—57-22/28-169-S	3400 to 3409	200	2350	3000	8000	2500	8000	4700	3850	5050	3850	4300	2550	3000	2550	4400
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	3100	8000	2600	8000	4850	4000	5250	4000	4450	2650	3150	2650	4550
F-1	F—63-27½/32-273-S	3600 to 3652	200	3700	4750	10000	4000	10000	7450	6100	8050	6100	6850	4000	4750	4000	6950
F-3	F—63-29½/32-307-S	3653 to 3667	200	4200	5400	10000	4550	10000	8500	7000	9200	7000	7800	4550	5450	4550	7900
F-4, 5	F—63-29½/32-306/B-61-SF	3668 to 3768	200	4750	6100	10000	5150	10000	9550	7850	10000	7850	8800	4550	5450	4550	7900
	F—63-29½/32-319/B-62-SF																
MT-1,3,4,5	MT—73-28/30-246/B-60-SF	4300 to 4376	210	3800	4850	10000	4100	10000	7700	6300	8300	6300	7050	3650	4400	3650	6450
MT-2	MT—73-29/30-262-SF	4385 to 4390	210	3550	4600	10000	3850	10000	7300	5950	7900	5950	6700	4000	4750	4000	7000
SP-1	SP—63-25/28-32-316/B-60-SF	5000 to 5015	225	5350	6850	10000	5800	10000	10000	8850	10000	8850	10000	5400	6400	5400	9350
SP-2, 3	SP—63-25/28-32-317/B-61-SF	5016 to 5048															
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		LESS THAN 40 Ms.		6	6	6	6	6	6	6	6	6	6	6	6	6	6
		40 Ms. TO 50 Ms.		3	3	3	3	3	3	3	3	3	3	3	3	3	3

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Bisbee Jct. to Bisbee Lewis Springs to Ft. Huachuca Fairbank to Tombstone	Bisbee to Bisbee Jct. Ft. Huachuca to Lewis Springs Tombstone to Fairbank Elgin to Fairbank Sonoita to Flux	Fairbank to Sonoita Flux to Elgin Benson to Benson Jct. Benson Jct. to Benson	Lordsburg to Guthrie Duncan to Lordsburg So. Siding to Duncan	Guthrie to So. Siding Clifton to So. Siding	So. Siding to Clifton	Tucumcari to Campana Cabeza to Dawson	Campana to Cabeza	Dawson to Taylor Mills to Canadian	Taylor to Mills Canadian to Tucumcari	Alamogordo to Russia	Russia to Alamogordo	Carrizozo to Capitan	Capitan to Carrizozo
M-4	M—63-20/28-126	1617 to 1716	190	920	6000	1100	1650	840	6000	1300	640	3650	1800	210	6000	340	900
M-4	M—63-20/28-135-S	1617 to 1716	190	960	6000	1150	1750	880	6000	1400	680	3850	1900	220	6000	360	950
M-11	M—63-22/28-162-S	1832 to 1835	200	1250	6000	1500	2250	1150	6000	1800	910	4950	2450	330	6000	510	1250
T-1	T—63-20/26-112	2235 to 2273	180	870	6000	1050	1570	800	6000								
T-36	T—63-20/26-118	2103 and 2104	190	870	6000	1050	1570	800	6000	1350	450	3000	1500				
T-37	T—70-24/28-146-S	2105 and 2106	176	1150	6000	1450	2100	1050	6000								
TW-3	TW—50-20/26-120	2932 to 2945	170	940	6000	1150	1700	860	7000								
C-8, 9, 10	C—57-22/30- 192-S 194-S 200-SF	2513 to 2599 2698 to 2860	210	1470	8000	1770	2640	1350	8000								
C-18	C—57-22/28-169-S	3400 to 3409	200							1950	975	5250	2625				
C-19	C—57-22½/28-178-S	3410 to 3426	200	1430	8000	1700	2530	1310	8000	2050	1025	5500	2750				
P-12	P—73-27/28-189-SF	3120 to 3129	190	1490	8000	1790	2720	1340	8000								
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	210	1850	10000		3100			2650	1325	7250	3625				
MK-7, 8, 9	MK—63-29/30- 247-S 257-SF	3300 to 3324	176	2070	10000		3450			2900	1450	8000	3800				
F-1	F—63-27½/32-273-S	3600 to 3652	200	2190	10000												
F-3	F—63-29½/32-307-S	3653 to 3667	200	2490	10000												
F-4, 5	F—63-29½/32 306/B-61-SF 319/B-62-SF	3668 to 3768	200	2770	10000												
C-14	C—46-21/24-125	2504	160											245	8000	340	940
C-15	C—50-21/26-126	2505 to 2508	160											230	8000	325	930
C-17	C—51-21½/28-160	2510, 2511	180											320	8000	435	1160
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		LESS THAN 40 Ms.		3	6	3	6	3	6	6	6	6	6	3	3	3	3
		40 Ms. TO 50 Ms.		0	3	0	3	0	3	3	3	3	3	0	0	0	0

Example. — Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$C\text{-}57\frac{22}{30}187$$

CLASS "C"—Consolidation engine
"T"—Ten-wheelers

"M"—Moguls
"Mk"—Mikado

"TW"—Twelve-wheelers
"E"—Eight-wheelers

"P"—Pacific Type
"F"—2-10-2

"Mt."—Mountain
"SP"—4-10-2

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (with Auto. End Door)	125,800			
“ ..(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40-154		78,000		
“ “ — “ “ 155-224		89,000		
“ “ — “ “ 500-506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Club	146,210	122,300	160,726	153,710
Official	170,700	155,370		
Chair—60 ft.	100,620		112,985	108,120
“ —74 ft. (Ice Sys.)			180,915	173,125
“ —74 ft. (Steam Ejec. Sys.)			197,944	181,600
Coaches—60 ft.	98,130		110,380	105,630
“ —70 ft.	137,640		151,671	145,140
“ —72 ft.			153,782	147,160
“ —73 ft.			168,245	161,000
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe Coach		138,600	*152,675	*146,100
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Type Roof) (Ice Sys.)	156,000		170,857	163,500
“ —77 ft. (Clere Story Roof) (Ice Sys.)		165,530	179,400	171,675
“ —77 ft. (“ “ “) (Mech. Sys.)			189,581	173,836
“ —79 ft.	169,100			
“ —80 ft. (Clere Story Roof) (Mech. Sys.)			201,323	184,700
Cafe Parlor	148,950	161,200	160,198	153,350
Lounge			188,949	180,813
Observation—75 ft.	154,400		169,185	161,900
“ —77 ft.			194,543	186,166
“		141,870		
Pullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200
“ “ (Mech. Sys.)	160,800	153,000	185,627	170,300
“ “ Lounge (Ice Sys.)	171,200		187,682	179,600
“ “ “ (Mech. Sys.)	171,200		196,963	180,700
Pullman Bedroom Car (Ice Sys.)	167,600		183,920	176,000
“ “ “ (Mech. Sys.)	167,600		193,039	177,100
“ Sleeper (Ice Sys.)	163,100		180,075	171,500
“ “ (Mech. Sys.)	163,100		188,134	172,600
“ Tourist (Ice Sys.)	153,000		168,663	161,400
“ “ (Mech. Sys.)	153,000		167,625	162,500
Rail Gas-Electric Car, 400 H. P.	158,400			
“ “ “ 600 H. P.	167,200			

*Steel Underframe.

LOCATION HOSPITAL STRETCHERS

EL PASO UNION DEPOT   EL PASO YARD OFFICE
DOUGLAS PASSENGER STATION   DOUGLAS YARD OFFICE
TUCSON   DEMING   HACHITA   VAUGHN
LORDSBURG   BISBEE JCT.   ALAMOGORDO   DAWSON
FAIRBANK   BISBEE   CARRIZOZO   TUCUMCARI

HOSPITALS

GENERAL HOSPITAL, S. P. HOSPITAL		San Francisco, Cal.
DIVISION HOSPITALS	Hotel Dieu	El Paso, Texas
	St, Mary's	Tucson, Ariz.

Location	Physicians and Surgeons' Names	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Tucson	Dr. C. A. Thomas	Assistant to Chief Surgeon
Tucson	Dr. S. C. Davis	Division Surgeon
Tucson	Dr. V. G. Presson	Assistant Surgeon
Tucson	Dr. R. A. Wilson	Assistant Surgeon
Tucson	Dr. E. D. Wells	Oculist
Tucson	Dr. Harry B. Stokes	Aurist
Benson	Dr. J. N. Morrison	District Surgeon
Benson	Dr. L. W. Moffitt	District Surgeon
Lordsburg	Dr. C. B. Austin	District Surgeon
Lordsburg	Dr. E. M. Parham	Assistant District Surgeon
Clifton	Dr. C. H. Laugharn	District Surgeon
Duncan	Dr. A. G. Neighbor	District Surgeon
Deming	Dr. F. D. Vickers	District Surgeon
Deming	Dr. J. G. Moir	Assistant District Surgeon
Tyrone	Dr. N. D. Frazin (Silver City)	Emergency Surgeon
El Paso	Dr. H. H. Varner	Division Surgeon
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon
El Paso	Dr. S. F. King	Assistant Surgeon
El Paso	Dr. J. J. Gorman	Assistant Surgeon
El Paso	Dr. J. L. Green	Assistant Surgeon
El Paso	Dr. J. M. Britton	Oculist and Aurist
El Paso	Dr. B. H. Britton	Assistant Oculist and Aurist
El Paso	Dr. F. S. Schuster	Assistant Oculist and Aurist
El Paso	Dr. S. A. Schuster	Assistant Oculist and Aurist
El Paso	Dr. W. L. Brown	Consulting Surgeon (Service limited to consultation with Division Surgeon)
Columbus	Dr. Albert L. Oxford	District Surgeon
Douglas	Dr. N. V. Alessi	District Surgeon
Douglas	Dr. C. P. Austin	District Surgeon
Douglas	Dr. A. K. Duncan	Assistant District Surgeon
Douglas	Dr. J. S. Walsh	Oculist and Aurist
Bisbee	Dr. Robt. Ferguson	District Surgeon
Bisbee	Dr. C. H. Hunt	Assistant District Surgeon
Bisbee	Dr. C. C. Pipergerdes	Oculist and Aurist
Naco	Dr. B. C. Tarbell	District Surgeon
Tombstone	Dr. W. D. Gilmore	District Surgeon
Alamogordo	Dr. F. B. Evans	District Surgeon
Alamogordo	Dr. E. P. Simms	Associate District Surgeon
Tularosa	Dr. J. D. Robinson	District Surgeon
Carrizozo		District Surgeon
Carrizozo	Dr. M. G. Paden	Consulting Surgeon (Service limited to consultation with District Surgeons or when they are not available)
Carrizozo	Dr. P. M. Shaver	District Surgeon
Corona	Dr. L. H. Barry	District Surgeon
Duran	Dr. R. J. Thomson	District Surgeon
Vaughn	Dr. G. A. Miller	District Surgeon
Santa Rosa	Dr. Z. E. Funk	District Surgeon
Tucumcari	Dr. O. E. Brown	District Surgeon
Tucumcari	Dr. C. H. Ferguson	Assistant District Surgeon
Mosquero	Dr. D. C. Daniel	District Surgeon
Roy	Dr. M. D. Gibbs	District Surgeon
Dawson	Dr. C. S. Hart	District Surgeon
Dawson	Dr. J. Austin Trolan	Assistant District Surgeon

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION MILEAGE

Main Lines

Lordsburg to El Paso	S. P. R. R. (Includes 1st Track)			148.00	
	T. & N. O. R. R.			3.59	
End Tucson Division to Tucumcari	E. P. & S. W. R. R. (Includes 2nd Trk.)			322.38	
	E. P. & S. W. R. R. of Texas			2.63	
	E. P. & N. E. R. R.			18.22	
	E. P. & N. E. Ry.			124.26	
	E. P. R. I. Ry.			127.51	
	C. R. I. & P. Ry.			60.41	
Total Main Line					807.00

Branches

Benson-Fairbank	S. P. R. R.	At Benson, Initial Point E. P. & S. W. R. R.	.01		
	EP&SWRR	Benson, Initial Point E. P. & S. W. R. R. to Benson Jct.	17.57	17.58	
Bisbee	EP&SWRR	Bisbee Jct. to Bisbee		8.03	
Bisbee-Lowell Cutoff	EP&SWRR	Corta to Lowell via Warren		2.84	
Capitan	EP&NERy	Carrizozo Jct. to Capitan		21.29	
Clifton	S. P. R. R.	Lordsburg to Initial Point E. P. & S. W. R. R.	.03		
	EP&SWRR	Initial Point E. P. & S. W. R. R. to Clifton	70.77	70.80	
Cloudcroft	A.&.S.M.Ry.	Alamogordo Jct. to Russia		31.56	
Dawson	Dawson Ry.	Tucumcari to Dawson		131.97	
Fort Huachuca	EP&SWRR	Lewis Springs to Fort Huachuca		14.30	
Lordsburg-Oil Siding	S. P. R. R.	Lordsburg to Initial Point E. P. & S. W. R. R.	.10		
	EP&SWRR	Lordsburg to Oil Siding	.88	.98	
Patagonia	EP&SWRR	Fairbank to Initial Point S. P. R. R.	.04		
	S. P. R. R.	Fairbank to Flux	46.70	46.74	
Tombstone	EP&SWRR	Fairbank to Tombstone		9.94	
Valedon	EP&SWRR	M. P. 1147.75 to Valedon		3.80	
Total Branches					359.83
Total Rio Grande Division					1166.83

Trainmasters

W. S. FORD	Douglas, Ariz.
H. G. McCARTHY	El Paso, Texas
W. B. SHARP, JR.	Tucumcari, N. M.

Road Foreman of Engines

A. G. NEWELL	El Paso, Texas

TERMINAL TRAINMASTERS

W. C. Downey	Lordsburg, N. M.
I. C. Conner	Lordsburg, N. M.
J. Snyder	Carrizozo, N. M.
G. H. Koyiol	Carrizozo, N. M.

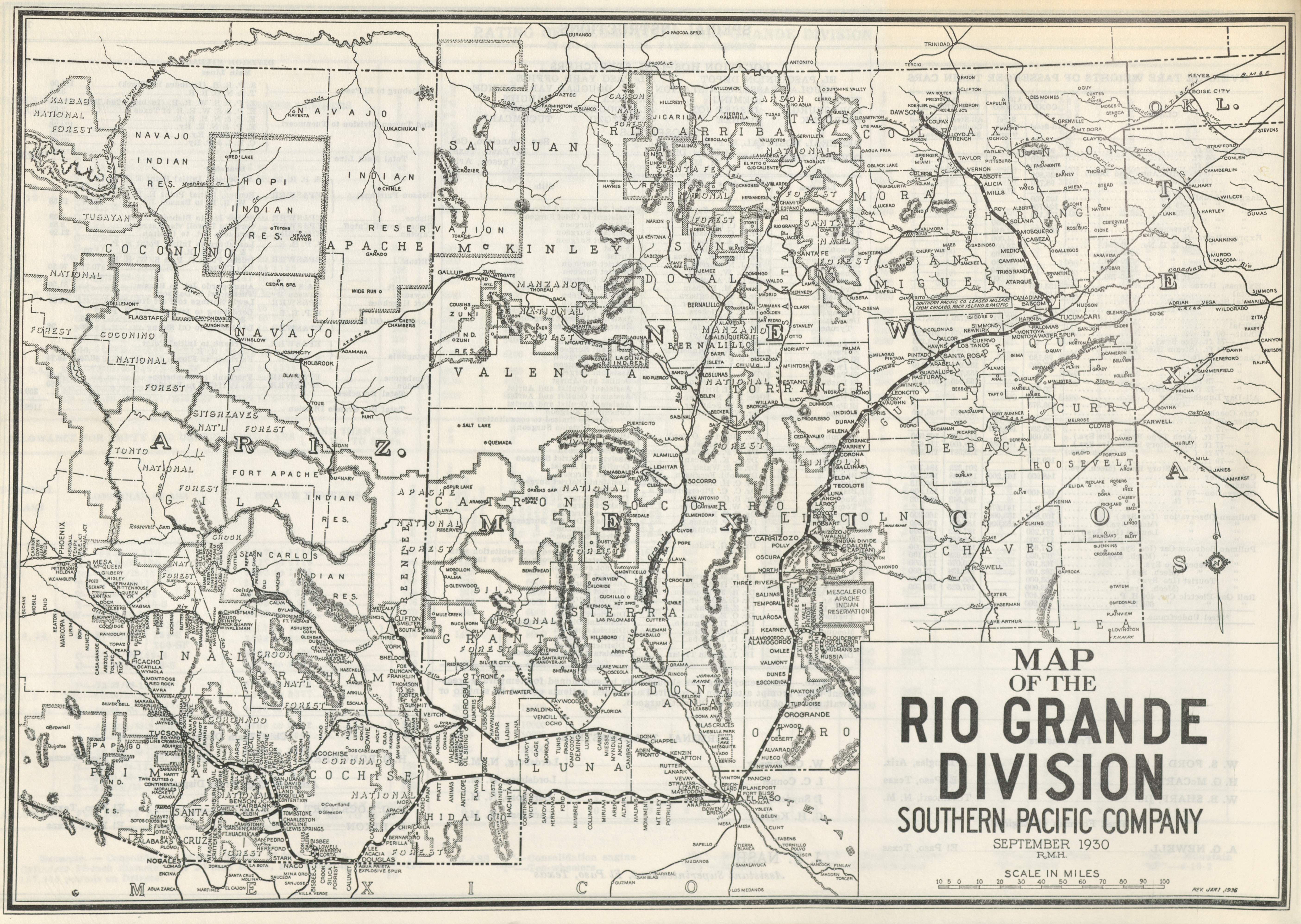
Chief Train Dispatcher

H. G. BONORDEN	El Paso, Texas

Assistant Chief Train Dispatchers

F. O. LOCKHART	El Paso, Texas
H. DIXON	El Paso, Texas

J. P. NASH,
Assistant Superintendent, El Paso, Texas



ARIZ.
NEW MEXICO
TEXAS
OKL.
MEXICO
COCONINO
NAVAJO
APACHE
GILA
PINAL
GRAHAM
COCHISE
PIMA
SANTA CRUZ
SAN JUAN
RIO ARRIBA
TAOS
COLFAX
UNION
MORA
HARDING
SAN MIGUEL
SANTA FE
SANDOVAL
McKINLEY
VALENCIA
BERNALILLO
TORRANCE
GUADALUPE
QUAY
CURRY
DEBACA
ROOSEVELT
LINCOLN
CHAVES
SOCORRO
CATRON
SIERRA
GRANT
HIDALGO
LUNA
DONA ANA
OTERO
EDDY
LEA
KAIBAB NATIONAL FOREST
TUSAYAN
NAVAJO INDIAN RES.
HOPI INDIAN RES.
NAVAJO INDIAN RESERVATION
FORT APACHE INDIAN RES.
SAN CARLOS INDIAN RES.
ZUNI IND. RES.
MESCALERO APACHE INDIAN RESERVATION
SOUTHERN PACIFIC CO. LEASED MILEAGE FROM CHICAGO, ROCK ISLAND & PACIFIC
EL PASO
TUCSON
PHOENIX
DOUGLAS
NOGALES
LORDSBURG
DEMING
ALAMOGORDO
CARRIZOZO
TUCUMCARI
SANTA ROSA
DAWSON
SANTA FE
ALBUQUERQUE
REV. JAN 1 1936

MAP OF THE RIO GRANDE DIVISION

SOUTHERN PACIFIC COMPANY

SEPTEMBER 1930

R.M.H.

SCALE IN MILES

10 5 0 10 20 30 40 50 60 70 80 90 100